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FOURTEENTH ANNUAL REPORT

OF

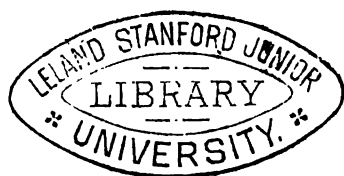
THE RAILROAD COMMISSIONER

OF THE

STATE OF VIRGINIA.

PUBLISHED PURSUANT TO LAW.

RICHMOND:
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1890.



H.4686.

OFFICE OF THE RAILROAD COMMISSIONER,
RICHMOND, VA., November 1, 1890.

His Excellency P. W. McKINNEY,
Governor of Virginia :

SIR:

As required by the law, I transmit to you the fourteenth annual report of this office.

Respectfully,

J. C. HILL,
Railroad Commissioner.

REPORT.

To the General Assembly of Virginia:

The fourteenth annual report of this office embraces the year ending June 30th, 1890.

The reports from the several corporations show a very gratifying increase of business. In gross earnings the increase was more than four million dollars. There has been a marked improvement made in roadway and structures, rolling stock, depot accommodations, etc.

Railroad Construction.

There were constructed 354.88 miles of railroad in the twelve months ending June 30, 1890.

Mileage in the State.

The total miles of main lines and branches in the state is 3,427.65 * miles. See Table No. 1.

Number of Corporations.

Returns were received from 44 corporations.

Capital Stock.

See Table No. 2.

Indebtedness.

See Table No. 3.

Gross and Net Earnings.

See Table No. 4.

Taxation.

See Table No. 5.

Accidents.

See Table No. 6.

During the year only one serious accident occurred in the state, viz., at Thaxtons station, Norfolk and Western railroad, a detailed report of which is given herewith.

Car Heating, Coupling, &c.

I see no reason to change the recommendations made in my last report, this problem must be solved by national legislation.

Statement of Gross Earnings from 1886 to 1890.

| | |
|---------------------------|-----------------|
| Gross earnings, 1886..... | \$14,742,387 39 |
| Gross earnings, 1887..... | 16,683,678 06 |
| Gross earnings, 1888..... | 18,653,482 12 |
| Gross earnings, 1889..... | 20,000,000 00 |
| Gross earnings, 1890..... | 24,680,646 15 |

Legislation.

In my next report, which will be made to a new legislature, I shall recommend such measures as in my judgment will tend to cure the evils complained of by shippers, and secure more efficient service from the companies.

Correspondence.

From the great mass of correspondence, I have selected a few cases which are herein published, that will give an idea of the nature of complaints made to this office.

Respectfully submitted,

J. C. HILL,
Railroad Commissioner.

THE NORFOLK AND WESTERN RAILROAD ACCIDENT.

Account of the destruction of passenger train No. 2, Norfolk and Western Railroad, July 2d, 1889, near Thaxton's depot, Bedford county.

This, the most serious accident which ever occurred to a passenger train in the history of Virginia railroads, in which 17 persons were killed, their bodies burned beyond the possibility of recognition, and others injured in various ways, resulted from the washing out or undermining of the track, which had been in constant use for more than 35 years, without ever giving way, or indicating any weakness whatever.

I reached the scene of the accident as soon as it was physically possible. From the examination made in person, and from information obtained from various sources, I became satisfied that this appalling disaster resulted from a cloud burst. The country for several miles around, showed unmistakably the terrific effects of a sudden and tremendous deluge of water. This view is sustained by the testimony of old residents of the vicinity, and by the report of the grand jury of Bedford county, made to the Hon. Micajah Davis, county judge, at the July term, 1889. The statements of eye-witnesses to the storm and report of the grand jury of Bedford county, are herein published.

NORFOLK & WESTERN RAILROAD CO.,

ROANOKE, VA., JULY 29, 1889.

Hon. J. C. HILL,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

I submit to you herewith, full and complete details and records in connection with the disaster at Thaxton, July 2d, 1889. These papers are copies of the official papers of the company and constitute its record. I send them to you in their entirety, so that you may have the whole matter before you, and make such disposition as may seem to you to be fit.

If there is anything you can think of that is not covered by this report, if you will let me know, I will give you the information.

Yours truly,

JOSEPH H. SANDS, *Gen. Manager.*

NORFOLK & WESTERN RAILROAD CO.,

ROANOKE, VA., JULY 31, 1889.

Hon. J. C. HILL,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Referring to my letter of 29th, enclosing you all details in the Thaxton accident matter.

The photographs referred to therein, we were not able to send along with this lot of reports, &c., as on account of the bad weather, the photographer has not had an opportunity to prepare them. They will, however, be ready in a day or two, and will then be forwarded to you by express.

Yours truly,

JOSEPH H. SANDS, *Gen. Manager.*

NORFOLK & WESTERN RAILROAD CO.,
LYNCHBURG DIVISION,

ROANOKE, VA., JULY 8, 1889.

Mr. JOSEPH H. SANDS,

General Manager, Roanoke, Va.:

DEAR SIR:

Below find report of accident, date July 2d, 1889. Train No. 2 of the 1st. Lynchburg Division. Place: Newman's Fill, about half mile west of Thaxton station. Conductor, R. P. Johnson; Engineer, Pat Donovan; Engine No. 30; Fireman, J. E. Bruce; Brakemen, W. C. Glass and S. L. Boyd. N. & W. Postal Car No. 280; E. T., V. & G. Baggage and Express, No. 57; N. & W. coaches No. 54 and 63, and Pullman Sleeping cars "Beverly," (289), "Toboco," (No. 416), and "Calmar."

About 1:25 A. M., July 2d, 1889, train No. 2 of the 1st inst., was wrecked at Newman's Fill, about a half mile west of Thaxton station, caused by a water spout or cloud burst, damming the water up against the bank, which saturated it and percolated through, washing away a portion of it over the culvert, but not up to the track, causing the bank to give away when the weight of the engine and train came on it, and letting the engine settle down to the bottom; the cars, with the exception of the rear sleeper, (Calmar), following into the chasm made. Some few minutes after, sleeper Beverly, which was next to first class coach, (No. 63), careened and fell over on the other cars, and to this circumstance is attributed the cause of so many more persons having been killed.

The train was running at the rate of 15 or 20 miles per hour at the time the accident occurred, and was being handled carefully under orders given by myself personally to the conductor, who communicated it to the engineman.

About one hour and five minutes after the train was wrecked, fire broke out in the ruins, having been started by the fire in the fire box of the engine, and the entire train, including the sleeper Calmar, which did not leave the track, was consumed by the flames, burning the bodies of the persons still confined in the ruins to a charred mass, rendering identification of them impossible, except in two cases, that of the engineman, Pat Donovan, and a child by the name of Patty Carrington, adopted daughter of Mrs. Judge Thompson.

Immediately after the accident occurred, the rear brakeman, who was sitting on the rear platform of the last sleeper, started back to flag the following train, not even waiting to ascertain what the character of the accident was; and all necessary precaution to carry out his mission was accomplished.

As soon as a relief train could be gotten to the scene, the injured persons were put on it and brought to Roanoke and quartered at the Hotel Roanoke with the exception of five who had gone to the station at Thaxton, who were taken to Liberty and placed in the hospital at that point. Physicians who had been summoned, rendered all necessary attention, and the parties were dispatched to their homes after their wounds had been dressed and they were in a condition to move. At this time, all with the exception of two at the Hotel Roanoke, and five at the hospital at Liberty, have been sent to their homes, and it is expected that all of them will be in a condition to move home this week.

The names of the killed and injured and those who were on the train and were not injured, together with their location as to cars at the time the train was wrecked, are given in the statements attached.

S. L. Boyd, flagman, testifies as follows:

After leaving Blue Ridge, we stopped twice before leaving Buford—once at Ironville and once east of that point a short distance. After leaving Buford, we ran very carefully. I could have gotten off the train without getting hurt, even at night, at the speed we were running when the accident occurred.

I was sitting on the platform of the rear sleeper on a camp stool when we ran into the washout; and when the train stopped, I felt a jar such as that occasioned by the application of air brakes. It was very slight, however, and did not move me from the stool I was sitting on, or move it.

I went back about two miles after Mr. Elam told me to start to flag any following train, having jumped off shortly after the train had stopped, to be prepared to go back. I did not know what had happened until some time afterwards. I went back to Bowcock's crossing, and stopped there sometime after having put down one torpedo. I then saw a red light coming up the track from the east, and waited until the man got up to me, and he told me that Mr. Cassell had told him to go back until he met some one. I gave him my torpedoes and fuses, and the man went back to Bowcock's, and woke him up, and told him what the accident was, as the flagman I had met informed me, and he (Bowcock) got his farm hands together and we started back to the scene of the wreck. We met Conductor Johnson coming up the track with some ladies and gentlemen. When we got near the wreck, he told me to go on and do what I could for the injured people. I got Mr. Stead out after I returned. He was lying in the water. He was dead when I got to him. I first thought that he was alive, but found out as soon as I reached and examined him, that I was mistaken in my supposition. It was fully an hour or more after the wreck occurred when I got back to it, and the fire was burning when I reached the scene. After my return, Mr. Elam, Mr. Tanner, Mr. Scott and myself tried to find out if there were any people in the wreck who were not dead, with a view to getting them out, but received no responses to our calls. We went all around the wreck, and called to know if there was any in there we could help. Our survey was thorough and consumed all of half an hour. There were no lights in any of the cars when I got back to them. I do not think the speed of the train was over 15 miles per hour when it ran into the washout. I was outside of the car all the way, and knew the train was going to stop at Thaxton. Had torpedoes and red lights in readiness to go back and flag as soon as the train stopped.

J. H. Elam, baggage-master, testifies as follows:

After leaving Blue Ridge we were running at the rate of 18 or 20 miles per hour, stopping as well as I can remember from Blue Ridge to Buford. We stopped first at the cut on the top of the mountain, after the turn over just before getting to Ironville, and ran through water, then at Ironville, and am not sure whether they stopped east of Ironville or not, running very slow to Buford.

After leaving Buford, we ran very carefully; the only point of the road that I noticed at all was at Price's grade—overhead bridge at Price's grade. I heard the water flowing there and looked out of the car. I was inside, on the rear car, and saw exactly where we were. I do not think the water was over the track at that time, but was flowing over the bank into the ditch. That was the last point on the road I noticed at all.

Going down that grade, approaching the accident, we were running very carefully. I do not think we were going over 20 miles per hour. I do not know.

whether any steam was used going down the grade or not, but we were going very carefully.

Just before the accident occurred, I started from the rear end of the sleeper to go to the second car. I had my grip there, and had got about half way through the car when I felt the rear sleeper I was in jump up twice; there was no sudden jar, it seemed to have stopped easily. If it had plunged at all it would have necessarily thrown me into everything. We stopped just the same as though there had been an application of brakes.

After we had stopped, I went forward and found that the rear end of the second sleeper was up on the platform of the car I was in. I then heard "holloing" and knew there was a wreck. I then went from the front end of the platform, and told Flagman Boyd that we were wrecked, to "go back with the flag." He was standing on the ground with the signals when I got to him, and he went back on a run. I went around the Pullman car, and as I got to the front end, Conductor Johnson climbed up into the rear sleeper. I followed him in and asked him what was the matter, and he said we were wrecked. He complained of being pretty seriously hurt and stayed in there, bandaging his head; in the meantime several others came in. I then left to secure a light of the Pullman car; after securing which, I said, "all passengers in these cars are safe" and asked if there was any one in there who would assist me to help others out of the wreck. None of them volunteering, I then got out of the car, and jumped down the bank, about 8 feet from the track, and when I had jumped out heard a good many voices holloing "we are safe, there is a light."

I saw two persons near by and afterwards recognized them as Mrs. Judge Thompson, and Bishop A. W. Wilson. It was with difficulty that I could get Mrs. Thompson out, on account of the loss of her child. She was crying frantically to "save the child" and let her go. I looked around for the child and could see nothing of it, and then told her, in order to get her away, that the child was safe and on the other side; after which Mrs. Thompson and Bishop Wilson went with me to the bank where the Pullman cars were. After getting them out safely and assisting them into the sleepers, I went back into the sleepers the second time and asked if there was none that would help me. Still none would volunteer. There was no one with me up to that time. I went back to the Norfolk Pullman and took some plank away from the window. Got Pullman Conductor Scott out and three ladies and one gentleman, at the same place. Mr. Scott, after getting out, assisted me all the time.

After this time, we heard another voice, and found it to be Major DuBarry who was placed in the car so that it was impossible to get him out without the aid of an axe and saw. I told him so, and also told him that several ladies and gentlemen were needing assistance to places of safety. After assisting these parties up on the bank, we then got a saw and axe and cut him out of the Norfolk sleeper. Three or four other parties now came up, names unknown, and assisted; would say that Mr. Tanner, of Lynchburg, was one of them. I ought to say, that it was after these parties came up that we got Major DuBarry out; Mr. Scott and myself cut him out. After we had released him we noticed the time was 2:30 A. M.

We now "holloed" around the wreck for about fifteen minutes, but could hear no voices for assistance. I left at 2:45 A. M. for Buford, with information of the wreck. Everything was in good shape at that time and no fire. I did not go to Thaxton, because Flagman Boyd had just come up and stated that freight brake-

man had gone on to Buford to flag trains, sent by Mr. Cassell from Thaxton, and that the wires were down. I knew it was necessary to get to Buford in order to get information to Roanoke. When I left for Buford, I sent Mr. Boyd with a verbal message to Mr. Cassell at Thaxton that I was at the wreck, and had gone on to Buford with information of the wreck. After I had walked one and one half miles, I noticed a big light back of me, could not see any blaze, because it was over the hill, but there was a big light back there lighting everything up. When I looked back I looked at my watch, and found it was just three o'clock. About three fourths of a mile east of Buford, I met Mr. Riley with an engine. I flagged him, and told him the condition of the wreck, and also stated to him that parties whom I knew were saved. From the time I left the wreck until I met Mr. Riley, was an hour and fifteen minutes. After meeting him I went on to Buford in the engine. I told him that everything was on fire, and that it would be advisable to send for the fire department. The accident occurred about 1:30 A. M., making it about an hour and a half before the fire occurred. I could not form any idea of the number of passengers in first and second class cars. I was not out of the two rear sleepers from the time I left Roanoke. Was off on a furlough, simply a passenger on the train.

Conductor R. P. Johnson, testifies as follows:

I was in the second class coach, No. 53, at the time of the accident, and was standing in the aisle, having just finished giving the engineman signal by the whistle cord to stop at Thaxton, when the train went down. I was pinned in the car after it reached the bottom of the washout, but managed to free myself and got through the bottom of the car into the stream, which carried me down some distance. I scrambled up the bank on the west side of the sleeper Calmar, which was standing on the track, and went in it and told the passengers what had happened and asked them to go down and assist the engineman, but not one acceded to my request. In crawling up the bank I noticed it was giving away, and feared the rear sleeper would sink, and so I told the passengers in it to dress and get out.

The speed of the train at the time the accident occurred, was from 18 to 20 miles per hour. My opinion is there were between 20 and 25 passengers in the first and second class coaches.

Statement of Mr. A. Bruner, Division Engineer:

The culvert near Thaxton is 3x4½, built of rubble masonry, and at date of accident was in good repair. Up to date of accident it had been amply sufficient to carry off all water draining into it. From inquiry I found that the water at this point had never been known to rise above the cover stone of this culvert but once, and upon this occasion it was about level with the top of the cover stone. This would make the height of the water above the bottom of the stream about five and a half to six feet. Upon this occasion, July 2d, the drift left by the falling of the water would indicate that it was a little higher than the embankment, which at this point is twenty three feet high, and judging from the after appearances, the pressure of the water burst the lower end of the culvert and carried away enough of the embankment to allow the weight of the mass of water above to force out what was left.

The valley whose drainage passes through this culvert, is about one mile long; at no place more than one-fourth of a mile wide, and generally about 1,000 feet

across. Into it runs a small valley about one-fourth of a mile long, and a few hundred feet wide. The slopes on all but the extreme north end are quite easy, cultivated, and the hills low.

From the above you will see that, with an ordinary storm, rain enough could not fall to wash out a culvert the size of this one, and judging from the reports of the residents of the neighborhood, and from some of the effects of the storm seen by myself, (given below) it was a little short of a convulsion of nature.

I went into the hills about a mile north of Thaxton, where it was reported a water spout had occurred, and found that something of this nature had most certainly happened. Near the top of the mountain and so close to the top that it was utterly out of the question for enough water to accumulate to make even a small wash, I found a hole about 25 feet across and extending down the hillside about 75 feet, where the earth had been gouged out from 5 to 6 feet in depth to the bed rock, and the debris, trees, rocks weighing one-half a ton and more, and logs had been torn out and carried down the mountain side to the valley below. The trees in the path of the torrent that were not torn out, were dashed with mud to the height of from 10 to 12 feet. On all but the lower side of this hole, the dead leaves and twigs of last year were lying as they had fallen, showing clearly that the hole was not washed out in an ordinary manner, but that the water must have fallen in a mass at this point. Several hundred feet from this hole was a similar, but somewhat smaller hole. Several more of these places were reported, but I did not have time to look them up.

Statement of Capt. W. H. Stanley, Supervisor:

The place of the accident was 765 feet east of mile post No. 235, on an embankment 23 feet high and 90 feet in length, having washed out. The track-watchman, John Johnson, who lives about 600 feet east of Thaxton station, says he had started over the track, going west, and had gone but a short distance when he heard the water rushing down the branch in the direction of his house; he returned to wake up his family, and in a few minutes after he entered his house, the embankment near 234 mile post gave away, taking with it a portion of his (Johnson's) house; he, with his wife and child, escaped by going up stairs, where they remained until the water had fallen, his house being surrounded with water five feet deep. This house was three-quarters of a mile east of the place of the accident, and at the second break in the track. At this point, the gap was 115 feet in length and 25 feet deep. Had the watchman been able to cross the break at 234 mile post, he could not have crossed the one at 235 mile post.

There were nine other embankments and culverts damaged in addition to the two that washed entirely out, making eleven in a distance of six miles. The water was 20 feet deep at some of the culverts. The oldest people living around Thaxton say they never saw such a rainfall. I am of the opinion that the train was within half a mile of the bank when it washed out.

The culverts were in good order and had stood all rains for more than 35 years. Mr. Jones, who has been the foreman on the section for 14 years, states that he and Anderson Holt examined all culverts Monday morning after the rain of Sunday night, June 30th, removing everything that was liable to obstruct the water. I was with the wreck car at Burkeville at the time of the accident, and did not get to the wreck until one o'clock, P. M. Mr. Jones has always been considered one of our most careful foremen. Thos. Newman, James Hawkins, and W. L.

Newman were at work Monday evening in the field opposite the culvert, and they state that they know the culvert was clear of drift, etc., and that a fourteen inch pipe would have carried off the water that was running down the stream; usually there is about enough water passing through the culvert to fill an eight or ten inch pipe. The springs that supply the stream is less than a mile north of the railroad.

Statement of Sandy Jones, Section Foreman :

On June 30th, 1889, heavy rain occurred in this section of the country, and on the night of the 30th, myself and two hands were busy during the night watching the section. On the morning of the 1st, I went over my entire section and removed all debris from the track and culverts, so that by night the culverts were entirely free from all obstructions. Between 9 and 10 o'clock P. M., I took a close observation of the elements and saw stars shining, and being physically broken down, and thinking there would be no further rains during the night, I returned and slept very sound, a thing I very rarely do. About 1:30 A. M., I was aroused by Mr. Roberson, the depot agent, who informed me that a wreck had occurred near Thaxton. I immediately repaired to the scene of the action and found that the fill over Gray's Branch had been washed out, and the east bound passenger train No. 2 had been wrecked. John Johnson, my night watchman, was seen by Mr. Roberson on the night of the 1st with his lamp, and for some reason went to the house where he lives, which is only a few hundred yards from the track, and when he got to his house he found the branch at Thaxton had risen so that the water was running into the first story of his house, and for the safety of his family he had to remove them to the second story, and while he was doing this work the fill gave way at Thaxton and surrounded his house with water, so that it was impossible for him to get out and inform me or any one else of the danger. I will also state that Mr. J. T. Chilton, a citizen of Thaxton, 72 years of age, says he never witnessed such a rain, and that the most of it fell within the space of an hour. I will also state that Permitta Holly, who lives within 400 yards of where the wreck occurred, said she heard the fill when it gave way, and that it was not more than two minutes before the train dashed into it. I will also state that I have been in charge of this section for 14 years, and this is the first accident that has ever happened on account of the track being out of order.

John Read, flagman of last train passing No. 2, testifies as follows:

When our train stopped, about a mile east of Thaxton on account of an obstruction on the track, I was sent back with a message to Thaxton, and to flag No. 2.

On my way back to the station I noticed water over the track. After I left the cattle guard when I closed the switch, the water was up so in the place I could not find the way across on the side. When I came back the water had fallen some. The main line was washed out nowhere—all along back the water was standing level with the track running down by the gate.

When I went down the main track to the point where the washout occurred (just east of Thaxton station) I raised up my light and noticed that the water was up even with the track, but it had not broke anywhere. Up in the fill at the side I noticed it level with the track. At that time the washout had not occurred, the fill was still there. I passed on by the station, and went down to the little road crossing there by the cabin that sits on the right hand side. I came on down in that little cut and put down a cap, and then went back to the station to hunt up

the operator, setting my red lamp down on the track. I could not find the operator, he must have been away. I rapped on the door, but did not see or hear anything of the person. Some little boys who were on our train and had jumped off there were under the shed, and said he was in there. I still rapped, and when he (the agent) came, gave the message to him. After I had given him the message it was raining hard, and I remained in the office. I suppose it was about 25 minutes after I got there before I heard anything of the train at all—before he gave me any report of the train. When he told me No. 2 was coming I got up and picked up the red lamp, and with my white lamp walked down the track a little piece from the office. I heard No. 2 blow. I was standing there listening to hear No. 2 run over the caps I put down; instead of that I heard a crash like cars going in, and I thought they had run over something that was running down the fill.

The washout just east of Thaxton had not occurred before I left. I did not go back that way after the washout. I told the operator the water was standing level with the track, and told him I was scared to walk over it. I was prepared to stop No. 2 west of the station; not let it come past there. I guess it was between 25 or 30 minutes after I got back to the station that I heard No. 2 coming, as near as I could state. It rained at one time harder than I ever saw it before in my life, it went over the back of the cars same as a stream of water.

When you (Mr. Cassell), sent me back to protect No. 2, I did not cross over the stream, went right over the tops of the cars. I heard some people holloing for help—heard the voice of one woman very loud, and one man came up from the wreck who crawled over the damaged cars just as I went.

When I was passing over the wreck I did not notice any fire. I noticed no more lights in the train, except the lights I had and lights in the rear end of a sleeper.

[The telegraph office at Thaxton is not a night office, therefore is only open for business during the day. J. C. C.]

Conductor Butler testifies as follows:

I left Buford at 11:08 P. M. I think it commenced raining about half way between Buford and Thaxton. I had orders to meet a train at Thaxton. After I got to Thaxton I took the siding and never stopped—went on through. The main track and the side track I found was flooded with water at the time.

I had got about one mile east of Thaxton, when the engineer stopped and said he had run into some telegraph poles. I went up and found two poles down—one he had run into and the wires were all tangled up in the train. I got the wires loose and fastened them so they would be clear of the main track; wrote a message to Frank Riley and sent it back to Thaxton, telling him I had ran into a telegraph pole, that the track at Thaxton was flooded with water—that have all trains run very slow. I told the flagman to tell No. 2 to stop and look out for me between there and Liberty.

I got to Liberty and the engineman and myself decided to stop there and let No. 2 go by, as I wanted to get my flagman, and did not want to delay them any longer, as I thought if they could not find me when they got there—to Liberty—they would have to look out for me between there and Forrest; he (the engineer) thought the same as I did, and we pulled in there.

The next morning about five o'clock a boy came in with a message from Mr. Cassell, saying that No. 2 was badly wrecked just west of Thaxton, and for Mr. McGrath to bring all the physicians and help he could get from there at once. I

got the engine out of the siding, and coupling to the caboose, was ready when Mr. McGrath said go, and brought them from there.

I did not notice a bit of damage to the track as I went along. I did not feel any sinking, giving way, or any anything of the kind as I went over it. It rained very hard, I never saw it rain harder in my life.

The water at the place of the accident and at Thaxton, when the track washed away, was not high enough for me to notice it at the time I went over it. The main place was at the west end, and at the east switches was the highest. There was no embankment there. It is level—that was the way it came over the track. At the point the washout occurred the embankment is 23 feet high. I did not notice a bit of water there, neither did the engineer at either place when we passed over.

I dropped my flagman to go back to stop No. 2 about a mile east of Thaxton, near mile post No. 233, right where the telegraph poles were down. It was about 11:30 or 11:40 P. M., when I ran into the poles, somewhere in that neighborhood, because I reached Liberty at 12:10.

Stephen Hurt, watchman on Buford section, testifies as follows:

That he started from mile post No. 229, going east, about ten o'clock Monday night, July 1st, 1889. It had then just commenced raining lightly. He staid between mile posts Nos. 238 and 239, watching the cuts and culverts east of Goose creek bridge until the storm came up, about 12 o'clock, then started east. When he got to Price's cut, near mile post No. 238, he found the water in this cut three feet deep, with fence rails and trash running through the cut from the east.

Finding he could not get through the cut on the track, he attempted to get out, but he could not cross the ditch. He called for help, and T. G. Maxey, (white) whose house is near the track, opposite the point where Hurt was standing, came out and handed him a scantling, with which he pulled Hurt to the top of the cut. Hurt then asked Maxey to stop all trains going east, and caution runner to pass through Price's cut slowly. While he (Hurt) went over the top of the cut to a point half a mile east of 238 mile post, put down one torpedo to stop all trains going west, and then came back to Price's cut and commenced cleaning trash and fence rails from the track, working west towards Maxey, and when within 200 yards of where he left Maxey, he heard No. 2 slow up and it came through the cut very slowly. After No. 2, he (Hurt) remained between No. 238 and No. 249 mile posts, that being the most dangerous parts of the tracks, until a flagman from the wreck came at 235 mile post. He then started west and met Foreman Staples about four o'clock in the morning near 239 mile post.

John Johnson, watchman at Thaxton, testifies as follows:

That he left his home just east of Thaxton, between eleven and twelve o'clock on the night of July 1st, 1889. It had then just commenced raining hard. He stopped at the tool house to get a shovel, expecting to find dirt on the track at the second road crossing west of Thaxton. He heard the water coming down the branch, and went back to call his wife and children, but before he got to his house the water had surrounded it. He had to wade through water to reach his house, which was about 200 feet south of the track, near No. 234 mile post.

In a few minutes after he entered the house, the embankment gave away, taking

part of his house with it, and bursting doors and windows off the portion that was left.

He, with his family, escaped by going up stairs, where they remained until after two o'clock in the morning.

As I was a passenger on the ill-fated train, my experience on that memorable journey, and my explanation of the appalling circumstances therewith may not only be of interest, but also of value as a record.

When I boarded the train at Roanoke, in company with E. L. DuBarry, Sup't Eastern Division, I remarked: "We will leave Roanoke on prompt time, which is something unusual for this train." It was not raining at that time, and there were no indications of an extraordinary rain-fall. Soon after our departure from Roanoke, I made preparations to retire in the Norfolk sleeper Beverly. At Blue Ridge I was handed a telegram from Mr. Frank Riley, Chief Dispatcher, advising me that the conductor of a freight train that preceded us, reported high water between Thaxton and Liberty, and that telegraphic communication was cut off east of Thaxton. I immediately went forward to the second-class coach, and instructed Conductor Johnson to stop at Buford until I could learn the positions of the trains east of Thaxton, for the purpose of enabling me to give them orders to proceed when I arrived at Liberty. Just west of Ironville the train was signalled to stop by a watchman, on account of water running over the track at that point. Upon examination I found that the water had entirely submerged the ties, but was not over the rails. I have frequently known of water at that point being higher than it was on this occasion. At this time, 12:28 A. M., it had not commenced to rain. The train proceeded very slowly, not exceeding a rate of four miles per hour, until after passing the point at which, in my opinion, there was any liability of danger. Just beyond the point at which the track was inundated, there is a road-crossing which was obstructed by earth and stone washed there by one of the phenomenal storms which various sections of this country have experienced for a month or more past, with such devastating consequences, and which annihilated a larger portion of the greatest railroad in the world, and with such damaging effect to so many others, that occurred about two weeks previous.

Before reaching the point above referred to, I stopped the train and required the conductor to proceed ahead of the train with a lantern, to make an examination of the track, and it was found to be entirely clear. The train then proceeded at a very moderate rate of speed to Buford, at which point I went into the telegraph office for the purpose heretofore mentioned. After being informed of the position of the trains east of Thaxton, I came out to the train and met Mr. A. M. James, Road Foreman of Engines, who had also boarded the train at Roanoke, (No. 2,) intending to go to Burkeville. I explained the situation to him, and he replied that he would ride on the engine and direct the engineman to run carefully, and, at the same time, remarked that he would have him run very slow at Goose Creek—Bridge No. 125—near Price's tank, and after passing that point, there were no dangerous places before reaching Thaxton; but that he would have the train run very carefully all the way. I then said all right, stop at Thaxton, as I wish to issue some orders from that point. I then returned to the baggage car and the train proceeded. I was seated at the side door on the north side of the car, observing the condition of the road, particularly just east of bridge No. 125, and at that point the water in the ditches indicated there had been heavy rains there a short time previous, but there was nothing that I could discern that would lead me to

fear any danger whatever ahead. At that time it was still not raining, nor had any rain fallen since the departure of the train from Roanoke. Beyond Price's tank I saw no water in the ditches, and when the train was precipitated into the washout, one half mile west of Thaxton, which produced such disastrous results, notwithstanding I did not lose my presence of mind for an instant during the terrible ordeal, I had not the slightest knowledge of what had caused the terrible catastrophe. To the best of my knowledge and belief, and I feel positive from the position I occupied, that I am better able to judge than any other person who survived the accident, the speed of the train at the time of the accident did not exceed from 15 to 20 miles per hour. Beyond this fact, the official train register shows that this train, as I previously stated, departed from Roanoke on time, passed Bonsack on time, and arrived at Blue Ridge two minutes late, departing six minutes late. Delay there was due to difficulty in starting the train, owing to heavy grade. The first indication of high water was noticed soon after leaving that point, and the speed of the train was immediately reduced, losing 11 minutes on the schedule run to Buford—total time consumed between the two points, a distance of five miles—19 minutes; arriving at Buford 19 minutes late, departed 32 minutes late, delay being caused at Buford by interruption on wires; and did not stop between Buford and the scene of the accident.

The accident occurred at 1:25, A. M., at a point one-half mile west of Thaxton. No. 2 is due at Thaxton at 12:40, A. M., so that it was, as near as can be calculated, 49 minutes late when it arrived at the washout, which shows that it consumed 25 minutes running the last six miles and a half.

When the train ran into the washout, I was thrown violently to the opposite side of the car from which I was sitting, and in the inexplicable crash I was more or less cut and bruised, but by some supernatural power, I was enabled to extricate myself from the perilous position in which I found myself. When I crawled from the car, or what was left of it, I fell into the water below, and was rapidly carried off by the current, soon succeeding in reaching a place of safety. I crawled up the bank to the track. I then discovered I was suffering from the loss of blood. The night was extremely dark, and I saw no lights except the green lights in the rear of the last sleeper. I contemplated for a moment what was best for me to do, and concluded that relief was needed more than anything else, and started for Thaxton, but before doing so, I sent the flagman of the freight train that preceded us, who was sent back to stop train No. 2, on west to stop the freight train that followed us from Bonsack, and that I knew had passed Blue Ridge when we left Buford. Afterwards I found that fortunately the flagman of our train had already started back to flag the freight train.

Upon reaching Thaxton, it was discovered that there was also a washout just a short distance east of that station. I immediately started a man with a red light and torpedoes that I procured from the agent, east, to stop any west-bound trains that might approach. I then endeavored to telegraph for assistance, but found that the wires were down, and that we were isolated, as it were, from the outside world. I then dictated messages to the agent and had them dispatched by special messenger on horseback to Liberty and Buford, and in response a relief train from Buford with three physicians, and one from Liberty with three physicians, also arrived.

After that was done, I rendered such aid as I could, to alleviate the sufferings of the injured persons that had been brought to Thaxton, and at 2:30, A. M., returned

to the scene of the wreck to render what assistance I could there, and discovered that a conflagration had taken place. At that time there could be nothing heard except the burning of the debris, aside from which the silence was painful; and I am of the impression that the fire did not cause the death of any of the injured.

In my opinion, the terrible calamity was beyond human power to prevent or foresee, and therefore was unavoidable, and was caused by a water spout or cloud burst, as the fill which was washed out has probably stood for a period of 20 or 30 years, and has never been affected by high water or heavy rains before, and the culvert underneath the embankment has been found fully capable of draining off all the water that had fallen since its construction. In this opinion, the oldest inhabitants of the neighborhood contiguous to the scene of the disaster, agree. Messrs. Marshall and Otey, farmers, residing a short distance from the culvert, one on the north side, and the other on the south side of it—stated to me that there had been no rain there that day, prior to 10 o'clock, P. M., with the exception of a slight shower in the afternoon, and that it rained in torrents from 10 P. M., to 2 A. M. The force of the rain was so great that they feared some calamity was about to take place, and the families of both of the gentlemen referred to, left their beds with a view of being prepared to seek a place of safety in case their fears proved true.

From the position of the engine and cars after the accident occurred, at least a portion of the track and the bank must have been intact at the time the engine went upon it, but, being thoroughly saturated with water, the weight of the engine caused it to give away in an instant. The volume of water which had accumulated on the north side I think percolated through the embankment and forced an outlet through it over the culvert and passed off before the fatal train arrived. So great was the force of the water, that rocks two cubic feet or more in size were carried several hundred yards from the line of the road.

I do not think the engine made a plunge as has been stated, but sank rapidly as the bank settled under it, and there can be no doubt that all those who lost their lives died instantly.

Too much praise cannot be bestowed upon the employees who were not disabled, for their heroic acts and untiring efforts to relieve the suffering of the injured, and render any other assistance in their power; particularly was this the case of Baggage-Master J. H. Elam, who was a passenger on the train, and Flagman S. L. Boyd.

The ladies of Roanoke and Liberty rendered every possible assistance to alleviate the sufferings of the injured, and to their untiring efforts and kind attention the comfort of the wounded is attributed.

I desire to make a special mention of the services rendered by Mr. F. D. Tanner, a passenger, of Lynchburg, and Pullman Conductor J. W. Scott, who assisted Baggage-Master J. H. Elam, in extricating the injured from the wreck. So far as I can learn, none of the other uninjured passengers rendered any aid whatever in this connection.

All of the wrecked material has been gathered up and shipped to the Superintendent of Motive Power at Roanoke, and I take it he will advise you what the salvage was.

Signed, JAMES C. CASSELL,
Supt. Lbg. Div.

P. S.—The point at which the accident occurred is on a descending grade of

46.81 feet to the mile, approaching the culvert. In consequence of this it was impossible to move the rear sleeper Calmar out of the way to save it from the flames.

NORFOLK & WESTERN RAILROAD CO.,

NORFOLK, VA., JULY 5, 1889.

JOSEPH H. SANDS, ESQ.,

General Manager, Roanoke, Va.:

DEAR SIR:

As requested, I herewith submit the following statement: I left Roanoke on train No. 2 on the night of July 1st, on time. I entered the Bristol-Norfolk sleeper at Roanoke, in company with Mr. Cassell, Superintendent of the Lynchburg Division. We were seated in the rear sleeper, waiting for some ladies to get in their berths opposite Mr. Cassell's. They took some time in getting ready which detained us in the vestibule. The train proceeded carefully until we were about or near Bonsack, at which point we slowed up, and came to a stop. Mr. Cassell went forward, afterwards returned, and he and I concluded our conversation. After leaving Bonsack, the train proceeded slowly, making frequent stops and almost immediately thereafter starting up. After one or two of the stops had been made, and we saw what the trouble was—little slides coming in on the rail—Mr. Cassell went forward. I remained on the platform of the first-class coach (as we were proceeding slowly) looking out by the light of a lantern. When near Blue Ridge we were running unusually slow, on account of the engineman feeling for obstructions and washouts. After passing Blue Ridge and in the neighborhood of Ironville, we stopped at about every five hundred feet, the train then started up, running with the greatest care. At this point also I was on the lower step with a lantern, and Mr. Cassell was also on the platform. We saw the trackmen shoveling a little slide off of the rail, and we ran through water in one of the cuts, I suppose to the depth of two or three inches over the rail. We then proceeded with the greatest caution until we reached Buford, at which point we stopped, and Mr. Cassell went into the telegraph office. I suppose we were there perhaps five minutes. When the train started up, I entered on the front platform of the second-class car and walked through the train to the sleeper, and at once retired. I had not gone to sleep when I observed that we were moving slowly. I had hardly been comfortably fixed in my berth much over five or ten minutes when I felt a jar, the wheels being on the ties. I attempted to rise, and almost simultaneously with the jar there was a crash, and a grinding of timber, and I felt the car go down, turning partly on its side. It did not take as long for this to occur as it does for me to write it, but I recollect very distinctly feeling the bouncing of the truck over the ties, which notified me that we were off the track, and I wanted to get up in the aisle, so as to be free in case the car went over. I am confident that we were running about twelve miles an hour, certainly not over fifteen when we went off. I was not stunned or injured in any way, nor was I confined, excepting that I could move neither backwards or forwards; I was lying cross-ways of the car, with my head close to a hole in the side of the car which I felt with my hand, and I think it was perhaps seven or eight inches square. In a moment I heard the escaping steam, and felt it. It came in. I pulled the blanket up around my face to protect it, and my hands, and to prevent inhaling it. It came over my

back and slightly scalded me on the left of my back just below the shoulder blade. The steam soon escaped, and I felt relieved. I was congratulating myself upon my narrow escape from being scalded to death when a crash came, and I was pinioned, my whole body being held tight, with only one hand free. The hole before referred to was enlarged, and my head was pushed through it with my hand. I lay in this position with the bedding pressed against my back, and that having been saturated with the scalding steam, gave me considerable pain. I heard in close proximity to me a man's voice, asking, "Where are we? Where are we? My God! we will be all burnt up. I will be drowned. The water is below me." I called to him, asked him his name and where he was. He replied, "Who are you?" I gave him my name and position in the car. He replied that his name was Marye, and that he was not hurt and was free, but was afraid he would be drowned. He remained quiet for a few minutes, and then I heard him conversing with some one else. They told him to drop; that he could swim out; that the other party was on shore. In a few minutes I heard the same parties. Mr. Marye replied, "I am in the mud, but all right." He called to me, saying, "I will come back and help you as soon as I can get some men." I remained quiet watching the sparks drop from the fire-box of the engine. They dropped very slowly, and to my great satisfaction I saw them die out. This continued for an hour. I lay in such a position as I could see; not being able to move, and had this before me. The conductor of the Bristol and Norfolk sleeper (Mr. Scott) had been rescued. I heard his voice and called to him. He came to near where I was and told me that the ladies had not gotten out; they were trying to get them out. I replied, "As soon as you get them out, try and release me." He said, "All right sir, I'll be back." He left me, and about an hour afterwards he came back with Mr. Elam, and with the aid of axes and saws, cut the debris away, and they pulled me out with considerable effort. I got over onto the wreckage, feeling much exhausted, and lay down on the blankets which they had provided. I asked Scott if he wouldn't try and save my glasses, so that I could see, as they were in my vest close to where I was, for I had them in my hand. He went back, got my vest out, brought it to me, and it contained my glasses and watch. I looked at the time; it was then 2:50 A. M. In a few moments I was all straight, rose and cast my eye to where I was lying, looking for fire. At that moment the blaze broke out very stiffly. I said to Conductor Scott, "Can't you put that fire out? Those who are wounded will be burned to death? Let's try it." We went back, but the debris was piled over the engine so that we could not throw water on it. The effort was made, but in vain. We retired a little distance. I being in my stocking feet, with nothing but shirt and drawers on, and raining very hard, wrapped myself in the blanket, stood there a moment, when I heard a faint groan. We again returned to the wrecked car. We tried to find out who it was, but without success, as not another sound was heard. The fire then gained very rapidly, and we were forced back. Conductor Scott and I then walked through the briars or bushes northward and up around on to the embankment. On reaching there I found the wounded had been placed on the track just as they could. I saw the rear sleeper was not off the rail. I called to Scott, and with others went and endeavored to uncouple it without success, as the rear sleeper had run under the platform of the sleeper next to it. We then tried to cut away the platform, so that we could get at the coupling with a sledge. It was impossible to release the car. I then told them to strip the car of everything it contained; to get mattresses and cushions out and

pile them on the side of road, for we would have to move the wounded further back, as the heat of the burning car would be too much for them. This was done, and we lifted the wounded and laid them in rows as you saw them when you reached the wreck.

I would say that after Mr. Scott and Mr. Elam got me out, I asked what effort had been made for assistance. I was told a flagman had gone back the minute we dropped, and another man had also gone back. I told Mr. Elam to go back to Buford at once and advise you. If, on reaching Buford, he found the telegraph wires down so he could not communicate, to get the section force and a hand car, or if they were not available, to get a horse and wagon and proceed westward until he could communicate with you. Mr. Elam went off and I believe he got to Buford all right.

I see in the published accounts of the accident that the train is reported as running at a high rate of speed. This is false. I know better. I say fifteen miles an hour. It might have been a little more, but I have grave doubts whether we were going over that speed. I could have stepped off the train.

I also notice that it is stated that the train was set on fire by lamps exploding. This is false, for I know better, having lain in the wreck for over an hour, and watching the fire drop from the boiler, and being present when it broke into a bright blaze. When I got out of the wreck, there was but one light visible in the entire train, and that light was in the sleeping car in which I was riding. I sent Conductor Scott in there and got that light out and used it so as to guide us in among the debris to see if we could find any wounded.

I cannot close without speaking of the manner in which the passengers behaved. I never heard an outcry of any kind, and never heard a moan but the one first described. The passengers were cool, calm, and there was never a murmur. The wounded lay on the side of the road in a hard rain storm, and not a complaint was heard from them. Several of the lady passengers behaved nobly, particularly one young lady, whose name I cannot recall, but who comes from Knoxville, Tenn. She worked faithfully in bathing the heads and wounds of those on the side of the embankment, and did all possible for their comfort, and by her coolness and courage helped the cause wonderfully.

Relief not reaching us, I became anxious, fearing there might have been some trouble behind. Mr. Cassell and I started to walk to Buford. After going a short distance, we decided that one of us had better remain with the wounded, so he returned and I continued on, but just before reaching Buford I met the engine coming with the doctors, and at once returned to the scene of the accident, with medical assistance. Then Mr. Cassell sent the engine back for two cabin cars that were on Buford siding, so that we could get the wounded out of the rain. The engine returned with them, and we got in as many of the wounded as possible before your arrival.

Yours truly,

Signed,

EDMUND L. DuBARRY,

Supt. E. D.

NORFOLK & WESTERN RAILROAD CO.,

ROANOKE, VA., JULY 26, 1889.

JOS. H. SANDS, Esq.,

General Manager:

DEAR SIR:

I beg to transmit herewith a report from Mr. Walter L. Keen, in reference to the cause and effect of the very severe storm which visited our line and the neighboring country in the vicinity of Thaxton, on the night of July 1st and the morning of July 2.

In making up this report, Mr. Keen has been in consultation with me, and the views therein contained may be considered as an expression of my own as well as his. I have visited various parts of the country described by Mr. Keen myself, and am an eye witness to the terrible effects of this unprecedented storm. I also enclose a blue print of a map which has been prepared in order that the matter may be more clearly represented, and photographs of the location of the disaster, and of the various washouts attributable to the unprecedented rain-fall.

Yours truly,

Signed,

W. W. COE,
Chief Engineer.

NORFOLK & WESTERN RAILROAD CO.,

ROANOKE, VA., JULY 29, 1889.

W. W. COE, Esq.,

Chief Engineer, Roanoke, Va.:

DEAR SIR:

In considering the cause which led to the accident near Thaxton, it would be well to begin by describing generally the country in that vicinity, through which the Norfolk & Western railroad passes.

Bedford county, which includes most of the territory covered by the storm of July 1st, has for its north-western boundary the main chain of the Blue Ridge mountains. A few miles south-east of the ridge are situated the Peaks of Otter, which are some 4,300 feet above tide, and from these mountains, spurs and ridges extend in all directions, with frequent detached hills scattered throughout the country.

The Blue Ridge naturally is the source of nearly all the streams in Bedford and surrounding counties, and in the neighborhood of the peaks, two streams of magnitude, with numerous tributaries, rise and flow in a southerly or south-easterly direction from the Staunton river, which is the boundary on the south-west side of Bedford county; these are Big Otter, Little Otter, and Goose creeks, and, with their numerous branches, they constitute the drainage for three-quarters the area of Bedford. The county over its entire surface would be considered hilly, and throughout the length of the two principal creeks, they are frequently added to by smaller streams, which rise among the ridges and hills mentioned above as being scattered all over the section.

The Norfolk & Western railroad enters Bedford county on its western border, about twelve miles east of Roanoke, at the summit of the Blue Ridge mountains,

and runs transversely through it in a general easterly direction to the Campbell county line, about seven miles west of Lynchburg. In this distance, water-courses are not followed, except in the descent of the Blue Ridge west of Buford, but both the Otters and Goose creeks, with their numerous tributaries, are crossed nearly at right angles. Big Otter crossing is four spans, each about 100 feet long, of Fink Trusses, nearly ninety feet above the water. Little Otter is an iron viaduct over ninety feet high, and Goose creek is a single span, triangular truss, 100 feet long. The smaller branches crossed are carried under by arch or box culverts, with the exception of an Iron Truss bridge at Elk creek, and a Platte Girder at Mosely. Among these crossings are six small spring branches, which are crossed by the railroad in the neighborhood of Thaxton, about five and one-half miles west of Liberty. These are the head waters of Wolf creek, which, after flowing in a south-easterly direction for about seven miles, empties into Goose creek. It was one of these branches, one-half mile west of Thaxton station, which washed out the culvert, undermined the embankment, and caused the accident on the morning of July 2d.

The map of Bedford county, which accompanies this report, shows the natural features of the section of the country to be reviewed, and those considered to have most bearing on the subject will now be considered in detail.

One mile north of Thaxton is a ridge about 350 feet high and probably two miles long. From this ridge water flows into four separate creeks. Big Otter on the north; Little Otter on the east; Wolf creek on the south, and Reed creek on the west. Reed creek crosses under the railroad about one and one-half miles west of Thaxton, and flowing in a south-westerly direction, empties into Goose creek in a distance of about three miles. The same spring branches, forming the head waters of Wolf creek, crosses under the railroad on both sides of Thaxton station, and as mentioned above, after joining together, flows into Goose creek in a distance of some seven miles.

Little Otter, or rather one fork of it, flows in a south-easterly direction, for a distance of about twenty miles, emptying into Big Otter. This creek is crossed by the railroad about four miles east of Liberty, some fourteen miles from its source.

The Hardy fork of the Big Otter rises on the Blue Ridge back of the Peaks of Otter, and first flows south to the base of the ridge north of Thaxton; thence turning east, and being joined by numerous small branches, the creek runs about fourteen miles to its junction with Wheat or North Fork, thus forming Big Otter, which, continuing in a south-easterly direction, and passing under the railroad one and one-half miles west of Goode, empties into the Staunton river near the south-east corner of the county.

These creeks are thus described explicitly because some of the sources of each of them, rising as they do within a short distance of each other, are subject to practically the same atmospheric disturbances. A storm which would affect one, would almost inevitably be felt to an equal degree by each of the others, and it was with a view of determining the extent and character of the rain-fall on the night of July 1st, 1889, that a careful examination of the country within a mile of Otterville, a village seven miles north of Liberty, to and including the vicinity of Thaxton, was made. A large number of residents were interviewed, and sworn statements from a number of them, attesting to the unprecedented severity of the storm, is transmitted with this report. Without exception, every person seen in this section, stated without the slightest reservation, that more rain fell within the

hours of from nine o'clock to three o'clock on the night of July 1st and morning of July 2d, than they had ever known in the same amount of time. Nearly all were impressed with the idea that there was something peculiar about this storm, in that while there was a noise like heavy wind blowing, when they looked outside it was almost perfectly calm. They are also satisfied that nothing but water spouts or cloud bursts could have caused the large washouts which were noted in several places.

The examination led, in the first place, to the valley of that branch of Wolf creek which washed out the culvert where the accident occurred, and the ridge mentioned previously as being one mile north of the railroad. This locality is shown clearly on a map which has been prepared for the purpose.

The main branch rises, as shown on this plan, at the head of the valley, near the base of the highest part of the ridge. Into this several small spring branches flow from hills on both sides, forming the stream which passed through the culvert. The banks and fields along the main stream were badly washed out for a large part of its length, and it is evident that, considering the size of the stream at ordinary times, and the size of drainage area, an immense amount of water must have passed down it. Testimony from three residents of the valley is to the effect that only in two small depressions in the bank had an overflow occurred before the night of July 1st. The damage to crops and land throughout the valley was testified to as being greater than ever before known. Mr. Jno. A. Marshall is confident that a water spout occurred in his field, about one-quarter of a mile above the culvert.

The examination of the ridge showed that a very large quantity of water had run down its sides in all directions, and on the north side, about two hundred feet up from the base, were found two large washouts close together. Mr. Folden, who lives just at the foot of the hill, almost directly in the path of these washouts, thinks without doubt, that they were caused by water spouts or cloud bursts, and all the evidence points to something of that sort. In appearance these washouts are as follows:

At their beginning or heads they are about twenty-five feet wide, and from three to four feet deep, and the materials which originally occupied the space, consisting of rocks, trees, and earth, has been torn out and swept down the hill into a small spring branch, some of it being scattered at the sides as it went.

It is very plain to an observer that these are not slides in an ordinary sense, but that they have been caused by a large quantity of water moving with great velocity and consequent force. Immediately above the beginning of the washout, the undergrowth, dead limbs of trees, and dead leaves are in place, showing that no unusual quantity of water had passed over them, and that the force which excavated such chasms must have developed right over them. That these places are not slides, starting from below, is very clear, as the material was carried evidently with great rapidity entirely out into the valley, whereas a slide would have undoubtedly lodged behind an obstruction.

The water from these water spouts or cloud bursts ran into a branch and finally passed down Big Otter creek, and so could not directly have had any influence on Wolf creek, but indirectly they, as well as others which will be described hereafter, are of importance as showing how unprecedented the storm was in this vicinity, in the amount of rain falling within a few hours.

In the immediate neighborhood of Wolf creek on Monday morning there was

a very slight rain, but during the afternoon none at all, with every appearance of clear weather. About six o'clock in the evening there was another light shower, after which, until 9:30 P. M., no more rain fell. About that hour the great storm commenced, and until 12 or 12:30 o'clock, the greatest amount of rain-fall seems to have occurred. That the exact time is not given, is accounted for from the fact that it was night, and all the people in this locality had retired, but from all the information that could be procured, it seems not to have rained so hard after one o'clock Tuesday morning, and to have entirely stopped by four o'clock. It is safe to say that the water which caused the washouts on Wolf creek fell in about two and one-half hours, and that the worst was over by one o'clock. The creeks would not reach their highest mark until sometime after this, and they probably would not have begun to fall much before two o'clock Tuesday morning.

The territory next examined is that drained by the head water of Big Otter and Little Otter creeks, and is situated between the railroad and the base of the Peaks of Otter, and from Otterville and Liberty on the east to Thaxton on the west.

Suck mountain on the east side of this section, is about seven miles north of Liberty, and the same distance north-east of Thaxton. It is almost surrounded by branches of Big Otter creek; North or Wheat creek being on the north and east side, and Stony creek, with Hardy or North Fork on the south and west side. On an inspection of this mountain, five washouts were found, presenting the same characteristics, with slight changes, as those found on the ridge near Thaxton. One of these, an extremely large one, is on the south-east end of the mountain, about one mile from Otterville. It starts some 400 feet up the side of the mountain, similar to those described above, except that it is much larger, being about forty feet in width. In its path down the side of the mountain, it tore up large trees and a number of rocks weighing from five to ten tons, dispersing them irregularly over a field at the base of the mountain. This field had been used for pasturage until July 1st, but the water spout destroyed nearly two acres of it completely. It has approximately a slope of ten degrees, and the water coming from the mountain with a width of 100 feet, spread out rapidly until 400 feet wide, tearing off the soil and grass for a distance of over 400 feet in length. Here the torrent lost some of its force and divided into two courses, and finally emptied into a branch of the North Fork of Big Otter. There is no natural water course where this occurred, and the ground covered by it is higher than that immediately on each side. This fact alone gives a slight impression of the great velocity with which the water moved, in that for over 500 feet it travelled on a line parallel to, and about 150 feet from, and on higher ground than a depression which ordinary water would follow.

Another large washout was found on the west end of this mountain, starting near the top and emptying directly into Stony creek, which at this place flows close to the mountain. This is all steep hillside, with very little top soil and covered with a thick growth of timber.

The water in its descent carried down all the undergrowth and trees in its path until Stony creek fork of Big Otter was reached. Then continuing down that stream and adding its volume to the high water already in that creek, it assisted materially in causing the damage to wagon roads and farm lands, an account of which will be given hereafter.

Three smaller washouts were seen on the south-west side of Suck mountain. They are entirely similar to the others described above, except in size, and the

water which caused these, ran into Stony creek. The south-west side of Suck mountain is five miles east of Wolf creek culvert, and six miles north-west of Liberty.

South-west of Suck mountain in the direction of Thaxton, Sharp's mountain is located; this is a spur from Sharp's Peaks of Otter, which is drained by Hardy Fork and a branch of Stony creek, (sometimes called Taylor's branch.) On it four washouts were noted, and of one of them (the largest), some details will be given.

Beginning about 400 feet up the side of the mountain, which here is some 700 feet high, a chasm quite 60 feet wide and ten feet deep, with perpendicular sides was made, and that amount of material with all the trees in its path, was carried down the hill into and across Taylor's branch, and for a vertical height of 50 feet up the side of the opposite hill, then falling back into the branch and continuing with it to their outlets. On the upper edge of this chasm the dead leaves and old leaves of trees show no signs of being washed, and were lying in their original position undisturbed by the heavy rainfall that occurred, in addition to the water spout, thus proving as in all other cases, that an immense quantity of water exerted a great force immediately over the chasm. Down the course of the washout, the signs of a large body of water having rushed down with great velocity are clearly apparent, and just outside of the path taken by the flood, limbs of trees and undergrowth are found scattered in precisely the same way that any stream during high water leaves some of its floating debris along its course. From the testimony of people on whose land this is, and who live within 150 yards of it, the time which it happened was eleven o'clock last Monday night. Their house is located within forty feet of the creek, and the water rose at once until two feet deep on the first floor, when, becoming greatly alarmed, they left the house and spent the night at a neighbor's higher up the mountain.

Two miles north-east of Wolf creek culvert, another washout was seen on Campbell mountain of similar size to those on the ridge north of Thaxton. Campbell mountain is the eastern end of this ridge, and the water here runs into Hardy Fork of Big Otter. The description already given of the washouts on the ridge will answer for this one, with the exception that it occurred on clear land, and consequently nothing but earth and gravel was carried down.

In addition to the large washouts caused by these water spouts or cloud bursts, the hillsides all through the section were very much scarred by the action of the large amount of water that fell during this exceptional storm. Where depressions already existed that had carried water in former rains, they were greatly enlarged, but in countless other instances new channels have been cut during this one.

All the creeks and other water courses throughout this region rose to a higher point than ever before known; land which heretofore had always been considered perfectly safe from any danger arising from freshets was overflowed, and in many places, washed out. The loss of property to land owners and farmers has been very large, and almost every one has suffered to an extent never before experienced from a like cause. Bedford county has also sustained considerable loss in the damage received by its wagon roads and bridges, and the supervisors of that county estimate that from \$25,000 to \$30,000 will be required to put them in the same condition as they were before the storm.

One bridge at Wilkes' mill on Big Otter, one-half mile above the railroad bridge was an iron truss erected in 1878 or 1879 to replace a former wooden one. It had been built four feet higher than the old bridge, and was considered entirely safe,

but early on the morning of July 2d was completely carried away. Two more large bridges on Big Otter, and one on Goose creek, in addition to several small bridges on both streams were also washed out. On Big Otter four miles north of Liberty, Langford's mill, which has been for years located on the creek, was completely washed away, and in the debris found lodged near the railroad crossing of Little Otter, were found parts of machinery of mills that were washed down that stream.

In order to note the extent of this storm, an examination was also made of the country bordering on Jennings creek, which rises on the Blue Ridge about three and one-half miles north of the Peaks of Otter, and flows nearly north for eight miles, emptying into the James river, five miles below Buchanan.

Near the head waters of the creek one large washout was seen, which was undoubtedly caused by a water spout. The initial point was in a corn field, and it commences with a hole in the ground twenty feet wide by six feet deep. In the course of the water down the hillside it struck and demolished three small farm buildings, and moved some very large rocks. At the starting point no water was ever known to run before this, but about half way down the hill a small spring furnishing enough water to fill a four inch pipe, was located. The buildings which washed away had stood for years almost directly over the spring branch, thus proving that the owner never anticipated trouble from high water.

From clearly defined marks left by the water in its descent, it is estimated that a volume of water thirty feet wide by five feet deep passed down this spring branch to Jennings creek.

Residents of this vicinity state that the washout happened at about eleven o'clock on the night of July 1st, or at practically the same time that those in Bedford county, on the south side of the Peaks of Otter took place. They also state that Jennings creek in this locality was higher than ever before known. The banks show signs of having been badly washed, and in places the wagon road which is near it has been much damaged; but as there are very few farms or houses near the creek, the loss is not nearly so much as would otherwise have been the case.

At the lower end of Jennings creek the storm though severe, was not remarkably so, and the creek was not considered to have been higher than it was in 1877. At Buchanan also the storm was accounted very heavy, and nothing exceptional was remarked about it.

From the evidence presented above, which has been collected from personal observation, and substantiated by sworn testimony from residents of the section of the country under examination, the only possible deduction to be drawn is that the storm which occurred in the vicinity of the Peaks of Otter on the night of Monday July 1st, 1889, was totally unexampled in that region for the amount of rain that fell within a few hours. The storm, though somewhat generally felt throughout a large district, was local in its severity, and the centre of the heaviest part was near the Peaks. That so many water spouts or cloud bursts should have happened within so restricted an area, must prove that the clouds were charged with an exceptional amount of moisture, and inasmuch as the precipitation should have been so great through such unusual phenomena, the amount falling through the more familiar channel of rain, must also have been equally unparalleled.

Within the drainage area of Wolf creek above the railroad culvert, there is no washout or other evidence to show that a water-spout occurred, but the fact that three of these did fall on the ridge a short distance beyond the summit from which

the water flows into Big Otter on one side and Wolf creek on the other, proves conclusively that a very excessive rain-fall would naturally result.

That so much damage should have been done in so short a time, bears still more evidence to the severity of the storm. When a rain storm of from two and one-half to three hours duration, and this storm seems to have been that length of time which it rained hard, could cause the water to rise higher than ever before known, there can be no doubt that it was without precedent in a region where heavy storms are not rare.

The Wolf creek culvert had every appearance, judging from what was left of it, of having been well constructed of large, well-bedded stone. It was built in 1851 or 1852, when the road was first constructed, and from the testimony of residents who have frequently noticed it, there has never been a single occasion when it was not capable of carrying off the water delivered to it, except on one occasion when a sudden rise in the creek lodged some fence rails at its approach, thus forming a dam. The evidence is clear that all debris which had collected at the culvert during the rains of Sunday night, was thoroughly cleaned away during Monday, and that between seven and eight o'clock Monday evening, the culvert was in good condition, with nothing in it that could offer any obstruction to the passage of water.

Sworn testimony of Messrs. Sisson and Arrington, is presented, showing the fact that the water spout occurred on Suck mountain, and the effect produced by them.

Mr. John R. Toms testifies regarding the water spouts on Sharp mountain.

Messrs. Kelso, Nichols, and Graves give evidence of the exceptionally high water on Big and Little Otter creeks.

Messrs. Morgan, Folden, Chilton, Jno. A. Marshall, A. W. Otey, C. E. Marshall, and Thos. G. Newman, make affidavit to the severity of the storm in the vicinity of Wolf creek culvert and the ridge on which the main stream rises.

Sandy Jones, section foreman, and John Johnson, watchman on the railroad section which includes Thaxton, give evidence showing clearly that they did everything possible to prevent anything like a washout happening on their section.

Photographs are also submitted of several of the large washouts noted above, and it is hoped that they will give a fair impression of the effect produced by the immense quantity of water which caused them.

Yours respectfully,

Signed, WALTER L. KEEN,
Asst. Engineer.

ROANOKE, VA., JULY 29, 1889.

F. J. KIMBALL, Esq.,

President:

DEAR SIR:

You will please find a full and complete report of the disaster which occurred about one-half mile west of Thaxton, on the morning of July 2d, 1889, in which passenger train No. 2, east-bound, was first wrecked and then destroyed by fire, and by which seventeen persons were killed and twenty-one injured.

Train left Roanoke on time, 11:56 P. M., with engine 30, N. & W. Postal car, 280, E. T., V. & G. Baggage car, 57, N. & W. coaches 54 and 63, and Pullman cars Bev-

erly, Toboco, and Calmar; in charge of Engineman Patrick Donovan, Fireman J. E. Bruce, Conductor R. P. Johnson, Baggage-Master W. H. Ford, Brakemen W. C. Glass and S. L. Boyd.

The train passed Bonsack on time, and arrived at Blue Ridge two minutes late; left six minutes late. At Blue Ridge advice was given conductor and engineman of heavy rain-fall, and they were directed to run carefully. That they did this is evidenced by their getting to Buford twenty-seven minutes late, and leaving thirty-two minutes late. The superintendent of the Lynchburg division, James C. Cassell, was on the train, and at Buford went into the office. There was no communication by wire east of Thaxton. He decided not to retire until after the train should have left Thaxton, as at that point he expected to be obliged to move trains himself. Mr. Cassell expressed his intention of getting on the engine to ride to Thaxton so as to insure careful running on the part of the engineman. The road foreman of engines, Mr. A. M. James, who was with Mr. Cassell, offered to ride on the engine in his place, and did so. Everyone was perfectly cognizant of the heavy rain-fall, and was on the lookout for possible danger. I call attention particularly to the fact that at this time, one o'clock, A. M., there was no rain falling at Buford.

The train ran slowly, not exceeding a speed of twenty miles per hour. At locations where the water was accustomed to run over the track during the heaviest known storms, the speed was reduced to a rate sufficiently slow to enable the men on the engine to make sure that everything was safe. This is shown by the testimony of the watchman on track at Goose creek, and by Mr. Cassell and others on the train. After leaving Goose creek, the train continued running slowly because of the very dark night and renewal of heavy rains. As the train neared Thaxton, the engineman whistled for and had answered the conductor's signal to stop at that station. Just at the moment when the engine was about leaving the embankment over a small spring one-half mile west of Thaxton, called locally "Newman's Fill," the embankment gave way under the engine, causing it to drop back into the chasm. The momentum of the train forced the tender of the locomotive to turn completely over the boiler head of the engine, and the mail and baggage cars went over these and on the left side of the engine and abreast of it. The two passenger coaches and one Pullman car followed, leaving two Pullman cars practically on the bank. There were two distinct shocks, and interval of ten minutes intervening between the two, showing conclusively that a portion of the embankment went out after the engine went down. The passengers in the smoking or second-class car, generally escaped, as did those in the sleeping cars; but those in the first-class coach must have been killed by the falling of the Pullman sleeper on the top of the car after the earth had been washed out from under it, that is, at the second crash. Those who were not taken out alive must have been killed instantly. Mr. Cassell, and Mr. DuBarry, superintendent Eastern division, who was a passenger on the train, together with Baggage-Master J. H. Elam, who was also a passenger, and Pullman Conductor J. W. Scott, and Mr. Tanner, of Lynchburg, made every effort to save those in the wreck, and to render all assistance possible.

In about one hour and thirty minutes after the crash, the train caught fire from coals from the locomotive, and in a few minutes the conflagration was general. This fire started about three o'clock, A. M., and by thirty-five A. M., there was nothing left of the train excepting the iron work of the engine and cars.

Immediately after getting out of the water Mr. Cassell started for Thaxton to advise me of the disaster, and to ask assistance. He found the wires down. He then sent a messenger with telegram to Buford—distant seven miles. He also sent message to Liberty for assistance—the wires still being down east of Thaxton. The message for me was received at Roanoke at 3:50 A. M., and I was advised immediately. Relief train was ordered out at once, physicians summoned, and every energy bent to get to the scene of the disaster. At 4:30 A. M. a second telegram was received saying that the wreck was on fire; this was also brought by messenger to Buford. The fire alarm was sounded at once, and in a few minutes the department was on hand, and engine and hose-carriage loaded. Train left Roanoke at five o'clock A. M., and arrived at Buford 5:50 A. M. I was then advised that the entire train had been burned, and there was no use for the fire engine. I ordered it left at Buford and proceeded at once to the wreck, taking with me about twenty fireman to assist. We arrived at the scene about 6:25 A. M.

The passengers and employees injured and uninjured were put on relief train, and it was sent to Roanoke with surgeons in charge. Every care and attention was given to the injured by citizens of Roanoke. The uninjured were forwarded to their destination. After the departure of the relief train the fire engine was ordered to the wreck for the purpose of cooling the hot irons, so as to enable the men to clear away the wreckage, and recover the bodies of the dead.

At this time it was only known that seven persons were missing; later in the day inquiries began to come in from distant points for friends and relatives, and it was then apparent that a greater number had been lost. There was no means of identification. Out of the seventeen dead only three were identified. The bodies of the others were entirely consumed, and out of fourteen, only sufficient was recovered to fill one small box. Undertakers were on hand, and every care was taken of the remains.

The work of removing the debris was slow, owing to the efforts of the company to recover every semblance of human remains. The work of erecting a trestle over the washout was not undertaken before Tuesday night. By 6 A. M. Thursday the road was ready for the movement of trains, and everything was moving.

This disaster, the most appalling that ever befell the company, or happened in the state, can only be regarded as an act of God. I have examined most carefully into all the details bearing upon it, and I cannot find that anything could have been done by the company to have prevented it. The scene of the washout was an embankment thirty feet high, thirty feet wide on top, seventy feet wide at the bottom, and two hundred feet long. The culvert was provided to carry off the water from a spring branch, and was in excellent condition. The embankment was made in 1852—thirty-seven years ago. In the memory of the oldest inhabitant, the spring branch has not been out of its banks, and the culvert had, at all times excepting one, carried off the water without being filled. The exception was one instance where the culvert had been blocked by fencing being washed down against it.

This portion of the road was considered the safest and was in the best condition. The water was never known to be over the tops of the culverts at any points in this vicinity, but it had been known to come out of the shallow ravines and run over the track. It was looking out for this that made the men careful in rainy weather.

The track was carefully watched. The section foreman examined every point himself, and detailed watchmen to be on duty in case of rain.

There was no rain of consequence on Monday, and at ten o'clock Monday night it was partially clear, and no rain falling. The watchman was on duty when a large rush of water came down just east of Thaxton, flooding his house on the east bank of the stream, washing out the embankment one hundred feet long, fifty feet wide at top, and one hundred feet at bottom, and thirty feet high; and entirely cutting him off from the west. He was obliged to make efforts to save his family, his house being submerged. Moreover he was obliged to protect this washout from the east, as train No. 1 was overdue, and he should have gone east instead of west. The embankment at both places was entirely safe for the passage of trains at 12:30 A. M., as a heavy freight train, east-bound had passed over at that time. A flagman left by this train for No. 2 was between the two washouts, and knew nothing of either until he heard the crash of No. 2.

The passenger train was going slow, primarily looking for water over the track at certain points, and then because it was to stop at Thaxton to let the superintendent off. There is ample evidence of the slow speed of the train.

The position of the engine on the washout showed plainly that the engine was running quite slow, and that the bank gave way under it, causing engine to settle with front end within three feet of the rail, and the fire-box in the channel. The position of the cars also shows that the bank went with them. There can be no doubt but that the largest quantity of earth was washed out after the train was wrecked. This is shown by the two distinct shocks, and also by the fact that Superintendent Cassell and Conductor Johnson were carried down the stream about four hundred feet before they could touch bottom, and were able to get out.

I can state, as my positive belief, that had there been a watchman at the point, no matter how intelligent he may have been, he would, under the conditions as to time and circumstances, given the train a white signal—clear track.

From the testimony of many of the most reliable residents of Bedford county it is shown that the county was visited by a fearful rain storm that was heaviest, and did the most damage in the vicinity of the Peaks of Otter near our railroad line; that the storm assumed the shape of cloud bursts; and that the downpour was tremendous. That this is true is shown by affidavits of citizens, and photographs of locations affected, made a part of this report. The storm began at about 10 P. M., and increased in fury until it reached its height about 12:30 A. M.; it then let up a while and began again about 1:30, and continued until 4 o'clock A. M. The tremendous volume of water falling in such a contracted space in such a short time, could not have been foreseen by human agency, and no precaution could have been taken to guard against its effects.

I make the reports of James C. Cassell, superintendent Lynchburg division, Edmund L. DuBarry, superintendent Eastern division, and Walter L. Keen, civil engineer, with their enclosures, part of this report. These papers give the details of the disaster, and the statement of witnesses.

The grand jury of the county of Bedford made it their duty to examine carefully into the cause of this disaster, and have made a report exonerating the company and its officers from all blame or responsibility. This report of the grand jury I take pleasure in making part of this report.

Yours truly,

Signed,

JOSEPH H. SANDS,
Digitized by Google
General Manager.

AFFIDAVITS.

State of Virginia, County of Bedford—to-wit:

I, Thos. G. Newman, a resident of Bedford county, Va., do certify that I am a native of Bedford, am 49 years of age, and have been living within a mile of Thaxton's depot for thirty years. I have owned lands on the east side of Wolf creek at the culvert for six or seven years. During that time I have often observed the culvert, and have noticed that Capt. Jones takes particular care of the culvert to keep it clear of driftwood and all obstructions that would prevent a free passage of the water. I was near the culvert on the north or extreme side about three o'clock on the afternoon of Monday, July 1st, 1889, and if there had been any driftwood at the culvert I would have noticed it. My son told me the next day that he looked through the culvert shortly before I left, and noticed that the culvert had been cleared out shortly before. I have frequently noticed this culvert and others in the vicinity of Thaxton's, and have always found them perfectly free from obstructions. On Monday afternoon I noticed that the water going through the culvert was not more than four or five inches in depth. I was at home all that day, July 1st; during the morning it was cloudy and damp, with very little rain, and in the afternoon cleared up; but between six and seven o'clock there was a light shower, after which there was very little rain of any consequence until after nine o'clock. Between nine and twelve o'clock I woke up and heard it raining moderately hard, and about one o'clock was again awakened, and this time looked out and noticed that it was raining harder than I ever knew it. I also noticed a peculiar roaring sound overhead, while there did not appear to be much wind near the ground. From what I have seen of several of the streams in the vicinity of Thaxton's, I am satisfied that more water fell than I ever knew of before. The streams were much higher than I ever saw them before.

Signed, THOS. G. NEWMAN.

Subscribed and sworn to before me this 13th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, John A. Marshall, a resident of Bedford county, Va., do certify that I am a native of said county, am in my sixty-second year, and was born and raised, and have always lived on the place where I now reside, situated about half a mile up Wolf creek valley from the N. & W. railroad.

On the night of July 1st, 1889, it commenced raining about ten o'clock. We had had a little shower before that in the evening. I think it rained from ten to twelve o'clock in torrents, with scarcely any cessation. I have never seen such a rain in all my experience. Somewhere between ten and twelve o'clock, I heard a loud roaring noise from the direction of the ridge that sounded very much like an earthquake. There was no wind; the air was still as could be. This roaring I now believe was caused by a water spout. There was very little thunder, but considerable lightning, though not very vivid. I own fields on both sides of Wolf creek. On going out to examine them next morning, I found them more washed

than I ever saw them before. Wolf creek through my fields was three or four feet higher than I ever knew it before. I have never known this creek to be out of its banks before, except in two places, and these were small places.

I believe another water spout came down right in my field. I don't think anything else could have caused the damage that was done. Never but once since the railroad was built have I known or heard of the water being dammed up at the culvert, and that time I think it was caused by a fence going down, being washed away and carried to the culvert. This was about 1877 I think. I was never damaged by washouts before. The damage to property was greater than I ever knew of before.

Given under my hand this 13th July, 1889.

Signed, J. A. MARSHALL.

Subscribed and sworn to before me this 13th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, James T. Chilton, a resident of Bedford county, state of Virginia, do certify that I was born in Campbell county Va., but came to Bedford when two or three years old; am 71 years old now, and have been living since 1875 at my present residence on the head of the south prong of Wolf creek, about three-quarters of a mile north-east from Thaxton's depot. This is a part of the stream that, on the night of July 1st, 1889, washed out the culvert on the Norfolk & Western railroad about one-half mile west of Thaxton's depot.

The rain of Monday night July 1st was the most severe that I have ever known. It commenced raining hard after I had gone to bed. I returned early, soon after dark. I was awakened by my wife calling attention to the noise of the rain, and I came to the door with a reflecting lamp and looked out. I am right deaf and usually do not hear rains at night, but heard this one very distinctly. When I looked out the rain was coming down in streams, harder than I ever knew it. The air was very still when I came out and the rain was coming down very steadily, but from the direction of the mountain, I heard very distinctly a very loud noise, a heavy rumbling in the clouds, that sounded something like an earthquake. This rain was different from any that I ever saw. On Tuesday I rode around to see what damage was done, and I found the water in all the branches considerably higher than I ever knew it. My stable and shed, which is located about 75 yards south of Thaxton's depot, on a small stream just east of Thaxton's depot, was carried away down the stream for a distance of about three miles. The stable had been located there for about ten years.

Given under my hand this 13th day of July, 1889.

Signed, JAS. T. CHILTON.

Subscribed and sworn to before me this 13th day of July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, Charles E. Marshall, a resident of Bedford county, state of Virginia, do certify that I am a native of said county, am 29 years old, and have always lived in the vicinity and sight of my present residence, one mile north of the Norfolk & Western railroad at Wolf creek crossing. On Monday July 1st, 1889, it rained scarcely any until about 6 o'clock in the evening, when there was a shower which was light and short. It did not rain any more until about ten o'clock. It rained then from ten till twelve o'clock harder than I ever saw or heard. At about half past twelve I went to sleep, and do not know how much longer the rain continued. When I returned at half past twelve it was still raining right much, but not so hard as before that. Between eleven and twelve o'clock I heard a mighty noise, a rumbling and roaring noise, sounding like the grinding of mill stones. This noise came from the direction of the ridge at the head of the valley. I afterwards went over there to look at the damage done. I think there were two water spouts. I saw all the different branches around the vicinity, and they were much higher than I ever saw them before. I think they were three or four feet higher than I ever saw them before. I have never known before this occasion the main prong of Wolf creek to be out of its banks, but this time it was at least four feet out of its banks, I think, in height. I never knew the water to choke up at the culvert but once before this. That was in or about 1877 I think, and that time it was caused by some kind of driftwood. I think the rain of July 1st, 1889, was very extraordinary. The damage to property was greater than I ever knew of resulting from rains.

Given under my hand this 13th July, 1889.

Signed, C. E. MARSHALL.

Subscribed and sworn to before me this 13th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, C. M. Folden, a resident of the county of Bedford, state of Virginia, certify that I am a native of said county, am 43 years of age, have been living for the past fifteen years at my present residence, situated about a mile and a half north of Thaxton's depot, and at the foot of a ridge which divides the water that flows into Big Otter from that which flows into several small branches which are crossed by the Norfolk & Western railroad near Thaxton's depot. The water at my side of the ridge flows into Big Otter. On Monday, July 1st, 1889, it did not rain a great deal during the day until sundown, but at about eleven o'clock it commenced raining very hard, and continued about two hours and a half or three hours, as near as I can determine. I know it lasted a long time. I stayed up from eleven o'clock until three. At that time (three o'clock) the rain became much more moderate. At about twelve o'clock I think there occurred two cloud bursts on the ridge; one of them was not far from my house. I know it must have been a cloud burst from the noise it made and from the sound of the water rushing down in one large body, bringing trees and rocks. This storm was the hardest that I ever saw. The

branches in the neighborhood were higher than I ever knew them before. The water washed away more earth and carried away more of the people's property than I ever knew of before. I have seen the branches on both sides of the ridge, and they were higher Monday night than I ever knew them before.

Given under my hand this 13th day of July, 1889.

Witness: S. H. QUARLES.

Signed, his
C. M. ~~X~~ FOLDEN.
mark.

Subscribed and sworn to before me this 13th day of July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, John Johnson, a resident of Bedford county, Va., do certify that I am a native of Campbell county, and have been living in Bedford county for about twelve years, and have been working as section hand on the N. & W. R. R., under Capt. Jones, on the Thaxton section, for nine years.

On Sunday night, June 30th, 1889, I had been on duty all night, and laid off Monday, July 1st, expecting to go on again Monday night, in case it should rain. On the morning of Monday it sprinkled a little and cleared off in the afternoon. Between six and seven o'clock there was another slight shower, not hard enough to need any one to go out. I remained in my house until a heavy rain came up somewhere about eleven o'clock. Then I started out to get a shovel at the tool house, and came up to the depot. Did not stay at the depot more than ten minutes. Then I returned to my house, which is very close to the creek at Thaxton's depot, to see whether the water was getting up to the house. I found that it had risen very fast and was coming into the house. I staid there moving my family and things up into a higher room. When this was done the water was so high around my house that I did not like to leave my family alone, and the water was so high around the house that I could not get out anyway. The water continued to rise until between twelve and one o'clock, when the culvert just above my house, about 200 feet east of the depot, gave way. When the culvert gave way, the water and part of the earth bank and the culvert stones came down past my house, damaging it very much. The water remained high, so that I could not get out until after three o'clock. Between three and four o'clock I got out, and then I heard that the other culvert at Wolf creek had also given way. Ever since I have been with Capt. Jones, he has always taken out some of the men after every heavy storm to clear away the driftwood that might lodge at the culverts. As long as I have been with him the culverts were always kept clear, so that everything could pass through them.

Given under my hand this 13th July, 1889.

Witness: S. H. QUARLES.

Signed, his
JOHN ~~X~~ JOHNSON.
mark.

Subscribed and sworn to before me this 13th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, L. S. Sisson, do certify that I am a native of Fredericksburg, Va., am 40 years of age, and have been living on Stony creek, Bedford county, Va., for about six years, and was well acquainted with the general section of the country around about that place before moving thither. I was around through said section along the river during the big freshet of 1870, and in all my experience I have never seen such rain, and so much water as there was on the afternoon and night of July 1st, 1889. I was at Otterville, about six miles distance from my home at about half past five o'clock on the afternoon of that day, and left there at that time on my way home. I reached Suck Spring church nearly half way between Otterville and my home, about six o'clock, and was obliged to stay there all night. When I reached Suck Spring church, I saw two very angry looking clouds meet there, one from the north-east, and the other from the south. I stopped at the church, thinking the rain would be over in a short time. Several times the heavy rain checked up, and at three different times I attempted to saddle my horse to start on my way home again, but before I could leave, again came in torrents each time. It was different from any rain I ever saw in its violence, and duration. It continued nearly all night. I sat in the floor of the church, and witnessed most of the falling water. I have seen it rain as hard before for a few minutes, but never before saw it continue for hours as it did that night. I have seen a good deal of the surrounding country since that time, and never saw or heard of so much damage being done in that part of the country. I attribute it to the clouds circling round and round, and the clouds being low, and the rain evidently coming with great force, and to these water spouts. In my rye field on the side of a hill I noticed the water came down, and washed a hole in the ground like a well. I think that was caused by a water spout.

My home is located on the west side of Suck mountain, about eight miles north of Liberty. I understand that there were ten or fifteen of these water spouts, in a radius of five miles, and I have actually seen six or seven of them, or rather the effects of them (which were evidently caused by water spouts). I never knew of a water spout in this vicinity before.

Given under my hand this 12th day of July, 1889.

Signed, L. S. SISSON.

Subscribed and sworn to before me this 12th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, John R. Toms, do certify that I am 41 years of age, am a native of Bedford county, now residing on Sharp's mountain, about six miles northwest of Liberty, and have resided at my present home since 1859, a period of about 30 years.

On the afternoon of July 1st, 1889, at about half past six o'clock, there came up a big rain, which continued until twelve o'clock of that night, with slight checks at intervals. At about eleven o'clock that night I heard several loud claps of thunder, followed afterwards by a roaring noise. I got up and remarked to my wife that it must be a water spout. I lit a lantern and came to the door of my

house. Upon opening the door I was greeted with a terrible stench, a smell as of stagnant water combined with an odor as of new fresh earth. I went down to the spring and saw the water coming down the mountain; the stream at the spring was so high that I could not cross.

There were four water spouts that I know of, three smaller ones besides the one nearest me, all within a distance of half a mile. The creek was higher than it was ever known before within my knowledge. I never knew it more than half so high before.

I never knew of any water spouts in the vicinity before. There is one point where it is said that one occurred about a hundred years ago, and from its appearance I think it probable since seeing these recent ones.

The water from this spout ran into Big Otter.

The water spout damaged me at least a hundred dollars, and my mother, who lives adjoining me, was damaged fully a hundred. It carried off fifty panels of fence for me, the rails of which can never be recovered. My farming implements were several of them carried off. One plow has never been since heard of.

Eleven bearing apple trees of my mother were carried off, and eight others that were not bearing. There were brought down from the mountain quite a number of large rocks, some of them being of the approximate weight of eight or ten tons.

Given under my hand this 12th day of July, 1889.

Signed, JOHN R. TOMS.

Subscribed and sworn to before me this 12th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, Tandy Jones, a resident of Bedford county, Va., do certify that I am a native of said county, am 57 years of age, and have been employed on the Norfolk & Western railroad as section master, and have had charge of Thaxton section for the past thirteen years. It is part of my duties as section master to go over my section after every big rain, and see that the entrances to the culverts are free of obstructions.

On Monday morning, July 1st, 1889, I went over my entire section, and removed all debris that was left standing from Sunday night's rain, and I am confident that when I left the section at six o'clock of the afternoon of Monday, the 1st July, that the culverts were perfectly clear. I then detailed one man to watch the section during the night, and as I was completely exhausted from watching the night before and working hard during the day, I went to bed for the night at between nine and ten o'clock. At this time the stars were shining and there had been no rain during the day, except about six o'clock, when there was a slight sprinkle. I did not anticipate any further rain during the night, and felt confident that everything was safe. About half past one I was informed by the operator at Thaxton's that the culvert at Gray's or Wolf branch had fallen in, and that No. 2 passenger train had gone in with it. I was greatly surprised to hear that an accident had occurred at this culvert, as I regarded it as one of the safest on the line. I thought the culvert was well built and in good condition, and had always proven large enough to carry all the water heretofore brought down. I remember that at one

time, about 1870, some fence rails and other trash were brought down by the water and choked up the entrance so that the water was dammed up, covering some of the bottom land with water. In 1877 when hard rains caused considerable damage all along the line, this culvert carried all the water with ease. I last examined this culvert at three o'clock on the afternoon of Monday, July 1st.

As soon as notified of the accident I went up to the culvert and assisted in cleaning up the wreck.

Given under my hand this 13th July, 1889.

Signed, TANDY JONES.

Subscribed and sworn to before me this 13th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, A. W. Otey, a resident of Bedford county, Va., do certify that I am a native of said county. and am in my 53d year of age, and have been living ten years at my present residence, about a mile southwest of Thaxton's depot, and have lived in the vicinity all my life. I own lands on both sides of the railroad at Wolf creek culvert. Wolf creek runs through my land for a distance of between 800 to 1,000 yards.

On Monday, July 1st, 1889, we had a little rain about six o'clock in the afternoon, a very moderate rain, after which it cleared up. I thought then it bade fair to clear up, and never dreamed of having another big rain during the night. Just before ten o'clock I was awakened by the noise of a heavy rain falling. It rained then until about twelve o'clock, at which time it cleared up. It was different from any storm I ever saw. It was the hardest rain I ever knew of. After ten o'clock I never went to bed any more that night. The storm, as I said, was different from any I ever saw, and was accompanied by a peculiar roaring noise as though a heavy wind was approaching, though there was no air stirring. I thought the storm came from the southeast, from the way it struck my house. About seven or eight o'clock on Monday afternoon, I was on the culvert, and noticed that some one had been there and cleaned out the culvert, and supposed it was some of the force of Capt. Jones, the section master. I noticed the creek then; it was low, not more than six or eight inches of water I think in the culvert and going through at that time, I have known some very severe storms since I have been living near this culvert, and never knew it to fail to carry the water away. I am satisfied that it was a very exceptional and unusual thing that could have caused so much water to come down that stream, and that no ordinary rain could have done so. It must have been some convulsion of nature. I have known one or two instances of water getting beyond the banks of Wolf creek for small distances, but this time it was over all the bottom land. There about the culvert it was over about 20 or 25 yards of the bottom land.

Given under my hand this 13th day of July, 1889.

Signed, A. W. OTEY.

Subscribed and sworn to before me this 13th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, George A. Nichols, do certify that I am a native of Bedford county, Va., am 52 years of age, and have been a resident of said county (residing continually at my present home) all my life. My home is situated on Little Otter creek, on the North Fork thereof, about two and a half miles north-west of Liberty. During the course of my life, I have never seen anything in the vicinity to equal the recent floods occurring on June 30th, and July 1st, 1889. On Sunday afternoon June 30th, about four o'clock it commenced raining, and I suppose within 30 minutes thereafter a small branch coming down by Mrs. Goode's place would swim a horse. In a few minutes the water completely covered my yard several inches deep. The creek that evening was considerably higher than it was during the big flood of 1870. On Monday night July 1st, it commenced raining about dark, and poured in torrents. It rained so hard that I could not sleep, and about midnight I got up, and it was raining terribly hard and continued until nearly day. On Tuesday morning July 2d, the creek was five feet higher than I ever knew it before. I had a post with the top water mark of the big flood in 1870, which was always before this considered the biggest flood ever known in this part of the country, and the water on this occasion, July 2d, was between four and five feet higher than it was in 1870.

A heavy rain was up towards the headwaters of the creek on Monday night. The storm of Monday night carried away large trees and rocks, washed the trees up, and carried away about 400 panels of my fencing.

Given under my hand this 12th July, 1889.

Signed, GEO. A. NICHOLS.

Subscribed and sworn to before me this 12th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, J. W. Morgan, a resident of the county of Bedford, state of Virginia, do certify that I am a native of said county, and am sixty-one years of age, and have lived in the vicinity of Thaxton's, said county, from 1867 to the present time, a period of about twenty-one years, having lived about 18 years at Patterson's mill, and since that time at my present residence about one mile and a quarter north of Thaxton. My house is located on a ridge, from which the water flows into both Big and Little Otters, and into four little branches which are crossed by the Norfolk & Western railroad in the vicinity of Thaxton's depot. Two of these streams are those which washed out the culvert on the Norfolk & Western railroad on July 1st, 1889. During that day there was not much rain, but commenced about eight o'clock, and rained on until at least one or two o'clock very hard. It rained nearly all night. It was the hardest rain that I ever saw or heard of in this part of the country. The noise sounded to me very much like heavy winds blowing, but I found on getting up that there was no wind, and very heavy rains. During an ordinary rain we can scarcely hear it with our door closed, unless the winds are blowing, but on this occasion it sounded very loud and distinct. Several persons have told me that it was caused by a cloud burst, but in my opinion it was merely

caused by the clouds remaining stationary and exhausting themselves. I have never known the streams about here to be as high as they were on that occasion. Large quantities of rock were washed from my fields into some of the streams.

Given under my hand this 13th day of July, 1889.

Signed, J. W. MORGAN.

Subscribed and sworn to before me this 13th day of July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, F. P. Graves, a resident of Bedford county, Va., do certify that I am a native of said county, am 25 years of age, and have lived in said county all my life, have lived for the past two years at my present residence, situated on Elk creek, about one-third of a mile from Big Otter.

On Monday, July 1st, 1889, there were several showers during the day. From seven o'clock to half past eight there was quite a shower, which checked up at half past eight. From that time until ten o'clock there was not much rain, though it still continued to rain, and about ten o'clock it commenced raining very hard, and continued until about two o'clock, the hardest of the rain being between eleven and two o'clock. After that it moderated considerably. I do not know what time it stopped, but was before four o'clock.

In the morning I noticed the streams. They were much higher than I ever saw them. I do not know how much higher, but the stream running nearest my house I have never seen over its banks before, but this time it was very much over them. The water was all over the bottoms. Altogether the storm was the most severe fall of water that I ever knew of, and the damage along all the streams I have seen has been very great. I never knew so much damage to be caused by rains before.

Given under my hand this 15th day of July, 1889.

Signed, F. P. GRAVES.

Subscribed and sworn to before me this 15th day of July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, Robt. Kelso, a resident of Bedford county, state of Va., do certify that I am a native of said county, 27 years of age, and have lived all my life on Stony creek, in said county, about six miles north of Liberty.

I have never seen anything to equal the rains occurring in said neighborhood on June 20th and July 1st, 1889. Sunday's was an ordinarily heavy rain, but did no serious damage, though it filled the ground with water as much as it could hold. On Monday night, July 1st, it commenced raining very hard, and continued, I think, for about four hours and a half, as near as I can tell. It poured in torrents, with the heaviest thunder and lightning that I ever saw. On Tuesday morning, July 2d, I noticed the creek, (Stony creek); at one place it was about twelve feet higher than the ordinary water mark, and spread over bottoms four hundred yards

wide, ranging from six inches to two feet in depth on said bottoms. I suppose the creek was from three to five feet higher than it ever was before to my knowledge. I think the storm Monday night was decidedly the most severe I ever knew. All the bottom lands that were in cultivation were badly washed. The loss to all the people living in the valley is extremely heavy.

Given under my hand this 12th July, 1889.

Signed, ROBT. KELSO.

Subscribed and sworn to before me this 12th July, 1889.

Signed, S. H. QUARLES, N. P.

State of Virginia, County of Bedford—to-wit:

I, Chas. H. Arrington, do certify that I am 45 years of age, was born in Halifax county, Va., and moved to Bedford county when about three or four years old, and have been living on Stony creek, Bedford county, Va., about eight miles north of Liberty, ever since, about 45 years.

On the afternoon of July 1st, 1889, there came up a big rain, starting between six and seven o'clock, and continuing nearly all night, the hardest part being between eight and twelve o'clock. I did not go to bed that night until after one o'clock. Between eleven and twelve o'clock I heard the water rushing down the mountain, bringing large rocks and trees in its course. From the noise made, I judge the stream of water rushing down the mountain must have been at least five feet deep. A great number of large logs and rocks were brought down the mountain, one log being over forty feet long, and some of the rocks weighing several tons at least.

As long as I have been living here I never knew an instance of near so much water or so much damage done.

Given under my hand this 12th day of July, 1889.

Signed, C. H. ARRINGTON.

Subscribed and sworn to before me this 12th July, 1889.

Signed, S. H. QUARLES, N. P.

FINDING OF THE GRAND JURY.

To the Hon. M. Davis, Judge of the County Court of Bedford County:

We, the undersigned members of the grand jury empaneled for the July term of the county court of Bedford county, who were specially charged to investigate the recent disaster on the Norfolk & Western railroad, above Thaxton, in this county, respectfully report that after a careful examination, and investigation into all the facts in connection with the disaster, we do not find that any blame can be attached to the Norfolk & Western railroad company, or any of the officers or employees.

We carefully investigated the condition of the culvert where the washout took place, and we find that it was in good condition, that it has been standing ever

since the road was built, about thirty-seven years, and that it has been examined, as well as other portions of the road, every year for the last several years, by experts, and reports made on it. These reports show that it was in good and safe condition; and in fact the proof shows that no part of the road was in better condition than that between Bufordville and Liberty, half way between these two points to where the disaster occurred. The distance between Bufordville and Liberty is twelve miles, and the fast train usually runs it in fifteen minutes, but on the night of the accident it was twenty-five minutes in running from Bufordville to the culvert, which shows that this fast train was running at an unusually slow rate of speed. This precaution was adapted in consequence of information gotten at Bufordville, that there was indication of an unusually heavy rainfall below. The rain was light at Bufordville, in fact the heavy rain extended but a very short distance west of the culvert; but from that point several miles down the mountain the rainfall was not only unusually heavy, but heavier, very much more so, than any that could be recalled in the memory of the oldest inhabitant; it was in fact a perfect water spout or cloud burst. The washouts, and land slides caused by that rain (on the sides of the mountains) are visible for long distances.

While no one can speak with certainty on this point, yet from testimony by experts, the track above the culvert must have been intact when the train came upon it. We believe therefore, that the officials of the road exercised all the care and prudence in running this train that could be reasonably required of them, and that the company is not to blame for this terrible, and lamentable disaster.

Signed,

R. B. CLAYTOR,
J. W. GISH,
SAMUEL R. MEAD,
W. P. HOFFMAN,
JOHN W. LOWRY,
JOHN W. JOHNSON,
T. D. BERRY,
J. E. NELMS.

LIST OF PERSONS KILLED IN THE WRECK.

| NAME. | OCCUPATION. | ADDRESS. | LOCATION ON TRAIN. |
|--------------------------------|-----------------|----------------------|--------------------|
| A. M. James..... | R. F. of E..... | Roanoke, Va..... | Engine No. 30 |
| Pat Donovan..... | Engineman... | Lynchburg, Va..... | Engine No. 30 |
| J. E. Bruce..... | Fireman..... | Roanoke, Va..... | Engine No. 30 |
| J. J. Rose..... | Mail clerk..... | Abingdon, Va..... | Postal car. |
| J. W. Lifsey..... | Train Desp'r.. | Roanoke, Va..... | Coach No. 63 |
| Dennis Mallon..... | Janitor..... | Roanoke, Va..... | " " " |
| John Kirkpatrick..... | Passenger..... | Lynchburg, Va..... | " " " |
| Nathan Cohn..... | " | Roanoke, Va..... | " " " |
| Chas. L. Peyton..... | Stenographer.. | Radford, Va..... | " " " |
| Mrs. Chas. L. Peyton..... | Passenger..... | Radford, Va..... | " " " |
| Chas. Peyton, (child)..... | " | Radford, Va..... | " " " |
| W. C. Stead..... | " | Cleveland, Tenn..... | " " " |
| J. M. Hardwick..... | " | Cleveland, Tenn..... | " " " |
| Wm. F. Marshall..... | " | Cleveland, Tenn..... | " " " |
| H. B. Wheller..... | " | Chattanooga, Tenn.. | " " " |
| J. I. Stevenson..... | " | Richmond, Va..... | " " " |
| Miss Patty Carrington (child). | " | Staunton, Va..... | Toboco. |

A. M. James, road foreman of engines of the Lynchburg division, was on to Burkeville as a passenger. J. W. Lifsey, train dispatcher of the Lynchburg division, was on a pleasure trip. Dennis Mallon, janitor of the general office building at Roanoke, was also on a pleasure trip.

Mr. Chas. L. Peyton, stenographer in the office of the superintendent of the Western division at Radford, was on a pleasure trip, and had his wife and child with him. His home is Washington, D. C.

Miss Patty Carrington was an adopted child of Mrs. Judge Thompson of Dallas, Texas, and was the only one of the passengers in the sleeping cars who was killed.

Mr. W. C. Stead was evidently not killed by the crush, but being stunned, and falling into the water, was drowned. His remains were brought to Roanoke and put in a coffin and sent to Cleveland, Tenn. His body was recovered by Flagman S. L. Boyd.

LIST OF PERSONS INJURED IN THE WRECK.

| NAME. | ADDRESS. | OCCUPATION. | LOCATION ON TRAIN. | EXTENT OF INJURIES. |
|---------------------------|------------------------|-------------------------|----------------------|--|
| Lewis P. Summers..... | Abingdon, Va..... | Mail clerk..... | Postal car..... | Slightly bruised about the head; injuries slight. |
| J. C. Cassell..... | Roanoke, Va..... | Supt. Lbg. Div..... | Bag. car..... | Cut about the head, hands, and left arm. |
| W. H. Ford..... | Lowry, Va..... | Baggage Master..... | Bag. car..... | Severely hurt in the head, and concussion of spine. |
| Robt. Ashmore..... | Mossy Creek, Tenn..... | Express Messenger..... | Bag. car..... | Head and scalp wounds, and concussion of spine. |
| F. V. Tanner..... | Lynchburg, Va..... | Passenger..... | Coach No. 54..... | Ankle slightly sprained. |
| R. P. Johnson..... | Roanoke, Va..... | Conductor..... | Coach No. 54..... | Bruised and cut about the head; ankle sprained, and scalded about the body. |
| W. C. Glass..... | Roanoke, Va..... | Brakeman..... | Coach No. 54..... | Scalded about head and face; left arm broken. |
| W. C. Meyers..... | Roanoke, Va..... | News boy..... | Coach No. 54..... | Gash cut across his forehead; injury very slight. |
| Robt. Davis, (colored)... | Eastville, Va..... | Passenger..... | Coach No. 54..... | Burnt on hands; slightly hurt on face, and slight concussion of brain. |
| J. Goldberg..... | New York city..... | Passenger..... | Coach No. 54..... | Bruised slightly. |
| W. H. Graid..... | Knoxville, Tenn..... | Ex. Exp. Messeng'r..... | Coach No. 54..... | Scalded about face, head, and both hands; and right ankle sprained. |
| F. T. Dexter..... | Beverly, Mass..... | Passenger..... | Coach No. 63..... | Left shoulder strained; skin scraped off left side of back, over shoulder blade; right arm and knee cap bruised. |
| J. F. Temple..... | Chicago, Ill..... | Passenger..... | Coach No. 63..... | Head and body bruised. |
| A. A. Young..... | Radford, Va..... | Train Desp'r..... | Coach No. 63..... | Ankle sprained, and bruised about body. |
| R. Goodfellow..... | Roanoke, Va..... | Clerk..... | Coach No. 63..... | Left ankle sprained; cut about one inch long in forehead, and bruised generally. |
| E. L. DuBarry..... | Crewe, Va..... | Supt. East. Div..... | Sleeper Beverly..... | Slightly scalded about body. |
| W. C. Masi..... | Norfolk, Va..... | Passenger..... | Sleeper Beverly..... | Ankle sprained slightly. |
| Mrs. R. B. Powell..... | Marshall, Tex..... | Passenger..... | Sleeper Beverly..... | General stiffness and soreness of limbs and body. |
| Miss Inez Sparkam..... | Marshall, Tex..... | Passenger..... | Sleeper Beverly..... | Concussion of spine; retention of urine; and disturbance of menstrual and digestive functions. |
| Mrs. Judge Thompson... | Dallas, Tex..... | Passenger..... | Sleeper Toboco..... | Bruised about eyes, and some stiffness and soreness of muscles at back of neck. |
| Bishop A. W. Wilson... | Baltimore, Md..... | Passenger..... | Sleeper Toboco..... | Deep cut on right forearm. |

LIST OF UNINJURED PERSONS WHO WERE ON THE TRAIN.

| NAME. | ADDRESS. | LOCATION ON TRAIN. |
|----------------------------|-------------------------|--------------------|
| Miss Jennie Caven..... | Dallas, Texas..... | Sleeper Beverly. |
| J. T. Rowntree..... | Knoxville, Tenn..... | " " |
| W. J. Barksdale..... | Richmond, Va..... | " " |
| T. B. Bott..... | Richmond, Va..... | " " |
| Berton Marye..... | Richmond, Va..... | " " |
| J. Irby Hurt..... | Abingdon, Va..... | Sleeper Toboco. |
| Miss Rosa Lee Hurt..... | Abingdon, Va..... | " " |
| Miss A. Fishpaugh..... | Baltimore, Md..... | " " |
| Miss Edith Hardesty..... | Baltimore, Md..... | " " |
| Miss Irene Jackson..... | Cambridge, Md..... | " " |
| Miss R. Jouralman..... | Knoxville, Tenn..... | " " |
| H. T. Moss..... | Philadelphia, Pa..... | " " |
| R. S. Payne, Jr..... | Knoxville, Tenn..... | Sleeper Calmar. |
| Miss Pauline Payne..... | Knoxville, Tenn..... | " " |
| Miss Florence Vanuxen..... | Philadelphia, Pa..... | " " |
| H. N. Martin..... | New Orleans, La..... | " " |
| P. P. Dounsberry..... | San Antonio, Texas..... | " " |
| W. H. Cooley..... | New Orleans, La..... | " " |
| Mrs. Sophie Boutron..... | New Orleans, La..... | " " |
| George Masters..... | Philadelphia, Pa..... | " " |
| H. L. Williams..... | Johnson City, Tenn.... | " " |
| J. P. Gage..... | Fairfield, Ia..... | " " |
| Charles Montague..... | Bristol, Tenn..... | " " |
| Miss Van Keen..... | ..... | " " |

J. T. Castleman, Pullman conductor, in charge of sleepers Toboco and Calmar.

J. W. Scott, Pullman conductor, in charge of sleeper Beverly.

A. Banks, colored porter on sleeper Calmar.

E. Gambler, colored porter on sleeper Calmar.

W. H. Craig, colored porter on sleeper Toboco.

L. H. Garnett, colored porter on sleeper Toboco.

W. H. Haywood, colored porter on sleeper Beverly.

J. H. Elam, baggage master, riding in sleeper Calmar as a passenger.

S. L. Boyd, flagman, at his post on the rear of sleeper Calmar.

Jno. H. Hager, Estleville, Va., location on train not known.

Judge H. S. K. Morrison, location on train not known.

Charles Montague was a Pullman conductor, travelling as a passenger, being on sick leave. Baggage Master J. H. Elam was also travelling as a passenger, as he was on a furlough.

CORRESPONDENCE.

The work of the office has steadily increased, as the volume of business has grown. Enough of the correspondence is published to show the character of the work done.

Complaint against New York, Philadelphia and Norfolk Railroad.

NEW CHURCH, VA., FEBRUARY 11, 1890.

Mr. J. C. HILL,

State Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Please your honor, I would like to know if there cannot be something done to keep our railroad station open during train hours through the night. We have a midnight passenger train and a 4 o'clock passenger train in the morning. All passengers leaving here on either of these trains have to stand out in the cold and wait until the trains come. Very often those trains are an hour behind the time, and you see, if it is cold weather, they must suffer. We have got up a petition and sent it in to the railroad officials, and they will not pay any attention to the petition nor anything else we can do. Passengers must stand and freeze and go away without any ticket, all for the want of an open depot or railroad station. You would greatly oblige us all by amending the matter some way. We do not ask for the station to be open all night, but we do most sincerely ask that the station be opened during train hours through the night. Hoping that you will be able to assist us in some way, I am,

Yours respectfully,

L. F. MARSHALL.

RICHMOND, VA., FEBRUARY 14, 1890.

H. W. DUNNE, Esq.,

Supt. N. Y., P. & N. R. R., Cape Charles City, Va.:

DEAR SIR:

I enclose you copy of letter from L. F. Marshall, Esq., of New Church. Please have the matter investigated. I call your attention to sec. 1224, Code 1887.

Yours truly,

J. U. SUMPTER,

Clerk.

RICHMOND, VA., FEBRUARY 26, 1890.

H. W. DUNNE, Esq.,

Supt. N. Y., P. & N. R. R., Cape Charles City, Va.:

DEAR SIR:

Your favor of the 24th instant received. I must insist upon your compliance with sec. 1224, Code of Virginia. Your arrangement with Mr. Marshall is doubtless satisfactory to him, but does not meet the requirements of the general public.

I have in a number of cases, accepted thirty (30) minutes as satisfactory, and in this case will do so, but cannot sanction any other arrangement.

Yours truly,

J. C. HILL,
Railroad Commissioner.

RICHMOND, VA., FEBRUARY 26, 1890.

L. F. MARSHALL, Esq.,

New Church, Va.:

DEAR SIR:

I send you copy of letter mailed this day to H. W. Dunne, Esq., Superintendent N. Y., P. & N. R. R. The depot must be opened thirty (30) minutes before the schedule arrival time for passenger trains. If this is not done, please notify me.

Yours truly,

J. C. HILL,
Railroad Commissioner.

NEW CHURCH, VA., MARCH 7, 1890.

Mr. J. C. HILL,

Railroad Commissioner:

DEAR SIR:

In reply to yours of February 26th, will say the depot has not been opened yet, and I do not see any effort made to have it opened. The people want the depot opened and it is badly needed. Please see to the matter, and you will greatly oblige,

Yours respectfully,

L. F. MARSHALL.

RICHMOND, VA., MARCH 10, 1890.

H. W. DUNNE, Esq.,

Supt. N. Y., P. & N. R. R.:

DEAR SIR:

I enclose you copy of letter from L. F. Marshall, Esq., in regard to opening your depot at New Church, I also enclose you copy of the compiled railroad laws of Virginia, and beg to again call your attention to sec. 1224.

Yours truly,

J. U. SUMPTER,

Clerk.
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CAPE CHARLES, VA., MARCH 18, 1890.

J. C. HILL, Esq.,

DEAR SIR:

Replying to your Mr. Sumpter's letter to me under date of March 10th, with reference to having our station at New Church opened a half hour before the arriving time of our trains.

We have arranged to have this station opened for both of our night trains one half hour before their arrival, and I trust this will be satisfactory.

Yours truly,

H. W. DUNNE,
Superintendent.

NEW CHURCH, VA., MARCH 19, 1890.

Mr. J. C. HILL:

DEAR SIR:

The railroad company here has employed a man to open the sitting room, but he has no access to the ticket office. We people want the railroad office open according to law, so a passenger can get his ticket and get on board of the train just like they can in the day time. Hoping that you will attend to this matter soon, I remain,

Yours respectfully,

L. F. MARSHALL.

GREENBACKVILLE, VA., MARCH 20, 1890.

Hon. J. C. HILL,

Railroad Commissioner, Richmond, Va.:

SIR:

I take the liberty of calling your special attention to the failure, on the part of the proper railroad authorities of the N. Y., P. & N. R. R., at New Church station, in Accomac county, to comply with the requirements of sec. 1224, Code of Virginia. The general public demand that the said company shall comply with the law contained in said section 1224, and will not longer submit to its violation. I have just been informed that the company have engaged a man to "keep open" the sitting room or waiting room, but that does not meet the requirements of the public. They ask that you cause the said N. Y., P. & N. R. R. Co., to comply with the letter as well as the spirit of said section 1224, Code of Virginia, and after you shall have called the attention of the proper authority of said railroad company to their *failure to comply with the law*, and they shall *refuse or fail so to comply afterwards*, then concerted action and steps will be taken by those interested, to *compel* a compliance by said corporation, with the said section 1224, Code of Virginia. Will be pleased to hear from you in regard to the matter.

Very respectfully,

LLOYD F. J. WILSON.

RICHMOND, VA., MARCH 21, 1890.

H. W. DUNNE, Esq.,

Supt. N. Y., P. & N. R. R., Cape Charles City, Va.:

DEAR SIR:

I enclose you copies of letters from Marshall and Wilson, referring to your failure to comply with section 1224, Code of Virginia, at New Church depot. Of course, the mere opening of the reception room is not a compliance with the law. There must be an agent in charge authorized to sell tickets and check baggage. Unless this is done, the matter will be given to the commonwealth's-attorney, to prosecute as the law directs. I hope this will not be necessary.

Yours truly,

J. C. HILL,
Railroad Commissioner.

RICHMOND, VA., MARCH 21, 1890.

L. F. MARSHALL, Esq.,

New Church, Va.:

DEAR SIR:

Unless the law is complied with, report the violation to the commonwealth's-attorney, whose duty it is to prosecute the company and see that the fine is imposed.

Yours truly,

J. C. HILL,
Railroad Commissioner.

RICHMOND, VA., MARCH 21, 1890.

LLOYD F. J. WILSON, Esq.,

Greenbackville, Va.:

DEAR SIR:

Unless the law is complied with, report the violation to the commonwealth's-attorney, whose duty it is to prosecute the company and see that the fine is imposed.

Yours truly,

J. C. HILL,
*Railroad Commissioner.**Complaint of Davie & Whittle.*

PETERSBURG, VA., MARCH 7, 1890.

General J. C. HILL.,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

There are standing on our order file to-night, orders for fertilizers as per list accompanying, all of which must go from here via the N. & W. R. R. to Burkeville, and thence via Richmond & Danville R. R. to destination. These orders have been accumulating here since February 20th, and are daily increasing although every effort has been made to induce the railroad to furnish transporta-

tion. Since the 24th February ult., we have had for this service only eleven cars, and of these only 5 cars since the 27th ulto.

The N. & W. R. R. refuses to furnish cars for this service, and when importuned to furnish transportation from here to Burkeville, declare want of cars prevent this.

We will esteem it a favor if you will ascertain why it is that transportation is practically denied us this season? The Norfolk & Western railroad issues a tariff of rates on fertilizers from here to the points we wish to reach, and specifies the route as via Burkeville, and it would seem, should provide for the merchandise tendered them for transport.

The situation is serious for us as the season is short, and orders are being countermanded, and others we have to reject because conditioned upon "prompt shipment."

Yours very truly,

(Signed) DAVIE & WHITTLE.

PETERSBURG, VA., MARCH 7, 1890.

List of cars needed by Davie & Whittle, to accompany a letter to Gen. J. C. Hill, Railroad Commissioner, this date:

| | | |
|-----------|---------------------------|----------|
| 130 Tons, | Hartwell, Ga..... | 7 cars. |
| 20 " | Easley, S. C..... | 1 " |
| 20 " | Norcross, Ga..... | 1 " |
| 10 " | Pleasant Ridge, N. C..... | 1 " |
| 10 " | Blackstock, S. C..... | 1 " |
| 10 " | Basconville, S. C..... | 1 " |
| 40 " | Harmony Grove, Ga..... | 2 " |
| 10 " | Salisbury, N. C..... | 1 " |
| 10 " | Kershaw, S. C..... | 1 " |
| 10 " | Clayton, N. C..... | 1 " |
| 10 " | Leesville, S. C..... | 1 " |
| 20 " | Duluth, Ga..... | 1 " |
| 25 " | Toccoa, Ga..... | 2 " |
| 20 " | Mt. Zion, S. C..... | 1 " |
| 10 " | Wilson's Mill, N. C..... | 1 " |
| 10 " | Central, S. C..... | 1 " |
| 20 " | Belmont, N. C..... | 1 " |
| 20 " | Gaffney, S. C..... | 1 " |
| 20 " | Mt. Airy, N. C..... | 1 " |
| 10 " | Huntersville, N. C..... | 1 " |
| 15 " | Ben Cleveland, S. C..... | 1 " |
| 10 " | Oxford, N. C..... | 1 " |
| 12 " | Inman, S. C..... | 1 " |
| 472 tons. | | 31 cars. |

(Signed) DAVIE & WHITTLE.

RICHMOND, VA., MARCH 10, 1890.

Col. FRANK HUGER,

Supt. Trans'n N. & W. R. R.:

DEAR SIR:

I enclose you copy of letter and list of cars needed by Messrs. Davie & Whittle of Petersburg, to properly accommodate their business. Can't you make some arrangement by which these cars can be furnished.

Very respectfully,

J. U. SUMPTER,
Clerk.

NORFOLK & WESTERN RAILROAD Co.,

Capt. J. U. SUMPTER,

Clerk, &c., Richmond, Va.:

I have already heard from Messrs. Davie & Whittle about this matter, and we have arranged to give them a good many cars in the past few days.

FRANK HUGER,
Supt. Trans'n.

RICHMOND, VA., MARCH 17, 1890.

Messrs. DAVIE & WHITTLE,

Petersburg, Va.:

GENTS:

I enclose you copy of letter from Col. Frank Huger, Gen'l Supt. N. & W. R. R., and hope you will not have any further trouble about cars.

Yours truly,

J. C. HILL,
Railroad Commissioner.

PETERSBURG, VA., MARCH 17, 1890.

Gen. JAMES C. HILL,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Your valued favor of 17th instant is at hand. We are much obliged for your attention.

Some relief has been extended, and no doubt the railroad company is actively interested, but we are twenty-five cars behind to-day, and the season will no doubt end leaving us unable to fill our orders to about this extent.

Yours very truly,

DAVIE & WHITTLE.
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RICHMOND, VA., MARCH 18, 1890.

Col. FRANK HUGER,

Supt. Trans'n, N. & W. R. R., Roanoke, Va.:

DEAR SIR:

I enclose you copy of letter from Messrs. Davie & Whittle. It would be a very hard case for these gentlemen to lose this large amount of business for want of cars.

Yours truly,

J. C. HILL,
Railroad Commissioner.

ROANOKE, VA., MARCH 27, 1890.

General JAMES C. HILL,,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Your letter of the 18th instant. We have furnished Davie & Whittle with all the box cars they want for the movement of their fertilizer, and could now give them more if they needed them.

Yours truly,

FRANK HUGER,
Supt. Trans'n.

Complaint against Baltimore & Ohio Railroad Company.

STAUNTON, VA., APRIL 18, 1890.

General J. C. HILL,

Railroad Commissioner:

DEAR SIR:

I enclose two bills-lading for hay shipped by myself from Mint Springs Virginia B. & O. R. R., on which advance charges are made that should not have been. At points where there is competition such as the depot here, (Staunton,) three days is allowed for loading hay. There should be no discrimination. Neither of these cars ran over three days. They were put at Mint Springs April 15th, and loaded on 16th, and shipping directions were in hands of depot agent by 2 o'clock on 17th. I respectfully ask that you will investigate this matter and have the \$4 00 refunded to me.

Very truly,

JNO. W. TODD.

VALLEY RAILROAD COMPANY.

SYNOPSIS OF BILL OF LADING.

No. 6.

APRIL 18, 1890.

Received by the Valley Railroad Company from John W. Todd, in apparent good order, the following described packages:

| MARKS. Consignee and Destination. | ARTICLES. | WEIGHT. Subject to Correction. |
|---|---|-----------------------------------|
| C. L. Todd. Richmond, Va..... | 1 car hay Car No. 13483. If this car is not unloaded within forty-eight hours a charge of \$1 per day will be made for detention. | 20,000 |
| RATES. From Mint Spring To Richmond. Subject to difference in class- ification of connecting roads. If special, 12 cts. per 100 lbs. | | CHARGES ADVANCED. \$3 00 |

C. L. SWINK, Agent.

VALLEY RAILROAD COMPANY.

SYNOPSIS OF BILL OF LADING.

No. 7.

APRIL 18, 1890.

Received by the Valley Railroad Company from John W. Todd, in apparent good order, the following described packages:

| MARKS. Consignee and Destination. | ARTICLES. | WEIGHT. Subject to Correction. |
|---|--|-----------------------------------|
| Cabinnis & Co..... Petersburg, Va..... | 1 car hay..... Car No. 35041. If this car is not unloaded within forty-eight hours a charge of \$1 per day will be made for detention. | 20,000 |
| | | CHARGES ADVANCED. \$1 00. |

C. L. SWINK, Agent.

Per C.

RICHMOND, VA., APRIL 21, 1890.

Gen. JAS. C. HILL,

Railroad Commissioner, City:

DEAR SIR:

Enclosed I beg to hand you bills of lading and letter of Jno. W. Todd, left by you at my office.

Mint Springs is not a point covered by this association, and I, therefore, have no authority in the matter of detention charges there.

I would suggest reference to the Baltimore & Ohio railroad for explanation.

Yours truly,

R. A. TAYLOR,
Digitized by Google
Manager.

RICHMOND, VA., APRIL 21, 1890.

C. E. WAYS, Esq.,

G. F. A., B. & O. R. R., Baltimore, Md.:

DEAR SIR:

The complaint of Mr. Todd, for demurrage charge of \$4 00, at Mint Spring, appears from correspondence to be the result of a mistake. Please look into the matter and let me know.

Yours truly,

J. C. HILL,
Railroad Commissioner.

BALTIMORE, MD., MAY 17, 1890.

Maj. J. C. HILL,

Railroad Commissioner of Virginia, Richmond, Va.:

DEAR SIR:

Returning the enclosures which accompanied your favor of April 21st, regarding complaint of Mr. J. W. Todd, Staunton, Va., in reference to demurrage charge of \$4 00 at Mint Spring, Va.

I find upon investigation, that Mr. Todd has not been discriminated against in any way, but that the charges are being made and collected from other parties the same as from him, where the rules of the Virginia Car Service Association in regard to allowance of time have been departed from. The same allowance of time was given Mr. Todd at Mint Spring as was given at Staunton proper. There is no reason why Mr. Todd should not pay for the use of our cars if he detains them, and we must enforce the rule on the Valley branch the same as at all other points on the line.

Hoping this explanation will be satisfactory to you, I am,

Yours truly,

C. E. WAYS,
General Freight Agent.

RICHMOND, VA., MAY 21, 1890.

JNO. W. TODD, Esq.,

Staunton, Va.:

DEAR SIR:

I enclose you copy of letter from C. E. Ways, Esq., G. F. A., B. & O. R. R., in regard to your claim for refund of detention charges.

Yours truly,

J. U. SUMPTER,
Clerk.

STAUNTON, VA., MAY 22, 1890.

Major J. C. HILL,

Railroad Commissioner:

DEAR SIR:

Your favor enclosing letter from Mr. C. E. Ways, G. F. A. B. & O. regarding overcharge on hay shipped from Mint Spring received. Mr. Ways' letter is very indefinite and unsatisfactory in that he simply whistles my claim down the

wind in a railroad sort of way by the statement that the same charges are collected from other parties that were collected from me! Then Mr. Ways' company should disgorge, and refund to other parties as well as to me. Mr. Ways says that same time is given at Mint Springs that is given at Staunton. Well 3 days is given at Staunton, and I claim that the demurrage at Mint Springs was charged on cars that were not there 3 days. In my letter April 18th I said that the cars were put at Mint Springs on April 15th, and loaded and shipping directions given on 17th. That is a definite statement and it is not denied, and if it should be, I will undertake to prove it. The claim is a small one but I want it prosecuted. Your prompt attention will greatly oblige,

Yours truly,

J. W. TODD.

STAUNTON, VA., JUNE 4, 1890.

Gen. J. C. HILL,

Railroad Commissioner:

DEAR SIR:

Your favor requesting proof as to my claim vs. B. & O. R. R. for overcharge on hay cars from Mint Springs, was received some days ago, but as I was away last week attending the unveiling ceremonies in Richmond, I did not attend to the matter then. I now enclose certificate of Jno. Towberman, Esq., giving dates when the cars were put at depot, and when loaded for shipment, showing that my statement was entirely accurate, that these cars were not at depot over the three days allowed. The bills lading sent you are dated April 17th, 1890, and the cars were not put at depot until evening of 14th, so that they were there really only forty-eight hours.

Very truly,

J. W. TODD.

STAUNTON, VA., JUNE 4, 1890.

To whom it may concern:

This is to certify that I sold to Jno. W. Todd, of Staunton, two cars of hay, to be delivered on cars at Mint Spring, B. & O. R. R. The cars were put at depot on the evening of April 14th, and one of them was loaded on next day, and the other on the day following, both cars being loaded and ready for shipment by 2 P. M., on April 17th. Initials of cars, B. & O., 13,463, and B. & O., 35,041.

J. TOWBERMAN.

RICHMOND, VA., JUNE 7, 1890.

R. A. TAYLOR, Esq.,

Manager, Richmond, Va.:

DEAR SIR:

I enclose you copy of correspondence relating to claim of Mr. John W. Todd, of Staunton. In my absence, it was sent to General Freight Agent Ways of the B. & O. R. R. This was a mistake. I think Mr. Todd is entitled to what he claims.

Yours truly,

J. C. HILL,
Railroad Commissioner.

RICHMOND, VA., JUNE 7, 1890.

General J. C. HILL,

Railroad Commissioner, City:

DEAR SIR:

I return herewith correspondence in the above matter received with your favor of even date. My jurisdiction as manager of the Car Service Association covers only junction and terminal points within the state. The service at local stations, such as Mint Spring, being handled by the individual companies. Mr. Ways is the proper person to whom this matter should be referred, as I have no authority to speak for his company on car service at local stations.

Yours truly,

R. A. TAYLOR.

Manager.

RICHMOND, VA., JUNE 10, 1890.

C. E. WAYS, Esq.,

G. F. A., B. & O. R. R., Baltimore, Md.:

DEAR SIR:

In the matter of John W. Todd, Esq., of Staunton, I enclose you statement of Mr. Todd, and certificate of J. Towberman, Esq. If these statements are correct, Mr. Todd is entitled to the \$4 00 which he claims.

Yours truly,

J. C. HILL,

Railroad Commissioner.

BALTIMORE, MD., JUNE 11, 1890.

Major J. C. HILL,

Railroad Commissioner of Virginia, Richmond, Va.:

DEAR SIR:

I have your favor of 10th instant, enclosing copy of letter from Mr. J. W. Todd, Staunton, Virginia.

If you will have Mr. Todd send me the freight bills showing that he has paid the demurrage charges amounting to \$4 00, I will have a voucher made at once refunding it, as there seems to be some misunderstanding regarding the matter.

Yours truly,

C. E. WAYS,

General Freight Agent.

RICHMOND, VA., JUNE 12, 1890.

JNO. W. TODD, Esq.,

Staunton, Va.:

DEAR SIR:

The above copy of letter from General Freight Agent Ways explains itself. Send paid freight bill direct to him, and let me know when it is paid.

Yours truly,

J. C. HILL,

Railroad Commissioner.

Complaint against Norfolk & Western Railroad Company.

BUFORDSVILLE, BEDFORD CO., VA., APRIL 12, 1890.

Gen. J. C. HILL,

Richmond, Va.:

DEAR SIR:

I wrote you a few days since with reference to the "released" and "not released" charges on freight packages on the N. & W. R. R.

As I mentioned to you I have twice sent tobacco to Danville via Lynchburg, November 25th, 1889, 3 hogsheads, and February 18th, 4 hogsheads, (this is date of sale in D.) In the first case, I went myself with one of the men who made the tobacco. I had the tobacco transferred from the N. & W. R. R. to the Va. Midland or R. & D., and then went on to Danville. There were six local freight trains that came from Lynchburg to Danville, while I was waiting part of Wednesday, and all day Thursday, Friday and Saturday. The tobacco had not arrived when I left Saturday, though it came that afternoon. It was sold on the following Tuesday, 25th November, 1889. After much telegraphing and writing to no purpose, I was told that a collision in the depot yard (they are not generally very serious) had delayed the tobacco.

The second case is—four hogsheads of tobacco was shipped from Buford's, N. & W. R. R., February 3d, 1890, by Arnold & Gill Bros. to Banner Warehouse, (as the other) Danville. They concluded to give it seven days to get to Danville, and sent me word to Richmond to meet them in Danville on that day. I could not go, but two of them went, and after waiting in Danville four days, then gave it up and came home. The tobacco was sold by the commission merchant on February 18th, 1890, and some was damaged, the wonder is that all of it was not ruined, as it was packed in high order. I have written to the agents, but did not enclose stamps, and I suppose that is the reason why I have not heard from them. In the first case, November 20th, the Va. Midland was to blame, I do not know who was to blame in the second case. The young men spent \$12 00 each in going and coming and boarding in Danville, and they got nothing whatever for it through somebody's neglect. I ask nothing for myself or my loss of their services on my farm, but I do ask that they be paid \$12 00 each by the railroad at fault. If they refuse to do this, please inform me.

Yours truly,

B. W. ARNOLD.

RICHMOND, VA., APRIL 23, 1890.

Hon. B. W. ARNOLD,

Bufordsville, Va.:

DEAR SIR:

Reply to your several letters to me and one to the governor, referred to me for "information and attention," have been delayed by reason, first, of my sickness and afterwards by the absence of the attorney-general who is still away.

The matter of local rates on the C. & O. road is still under consideration with the Traffic Manager.

The delay in delivery of tobacco at Danville, was, I suppose, caused by the V. M. railway, and the expense to which your young men were subjected should be

refunded, and I have so written the G. F. A. A copy of my letter is herewith enclosed.

As to the stopping of trains on the public roads, the commonwealth's-attorney of Bedford county is the proper person to see that the law is complied with. I have written to Col. Huger, Gen'l Supt. N. & W. R. R. calling his attention to your complaint, and urging him to have it stopped.

The question as to the right of a railroad company to divest itself of a portion of its responsibility as a common carrier, by issuing bills of lading, marked released, at a lower rate than under same bills lading not so marked, has not been settled by any competent authority. A recent decision by our Court of Appeals in *Payne vs. Virginia Midland railway*, it is alleged indicates that the court would decide that a carrier had that right.

When the attorney-general returns, I will submit the question to him.

Yours truly,

J. C. HILL,
Railroad Commissioner.

BUFORDSVILLE, BEDFORD CO., MAY 3, 1890.

General J. C. HILL,

Richmond, Va.:

DEAR SIR:

Yours of April 23rd to hand, and I have been waiting to hear from a friend in Lynchburg. I have just gotten the information which the agent at Lynchburg would not give in reply to a written inquiry on the point. My 4 hogsheads tobacco shipped to Banner Warehouse Danville, Va., in the name of Arnold & Gill Bros., left the depot at Buford's N. & W. Feb. 3rd, 90. They were transferred to the Va. Mid., or R. & D. Co., Feb. 7th. I suppose they reached Lynchburg Feb. 3rd, and were kept there 4th, 5th, 6th, and 7th, and the R. & D. Co. had it in hand up to the 14th, when I believe it reached Danville. If it had not been "artificially ordered" instead of a "natural order" the tobacco would not have been worth a cent when it reached D. I do not wish to be compelled to consult the R. R. as to what market I shall sell in. I sent off 3 hogsheads April 30th, to the same destination. I wrote to, and telegraphed the com. merchants in D. I also wrote a letter to both of the agents in L. I am now writing to you, and if it is necessary to write to Mr. Kimball, and Mr. Inman, to get the tobacco through L., I would like to know. One of the young men was here this afternoon and wanted to go to Danville, but was afraid he would have to board there a week and then be disappointed.

In the case I sent you, the N. & W., and R. & D. seem to be equally at fault. Let me know what they propose to do. The penalty for the first offence is \$500 00, for the second \$5,000 00.

Respectfully,

B. W. ARNOLD.

RICHMOND, VA., MAY 8, 1890.

Col. FRANK HUGER,

Sup't Transportation N. & W. R. R., Roanoke, Va.:

DEAR SIR:

I enclose you copy of letter just received from Hon. B. W. Arnold, Bufordsville, Bedford Co. You will observe that this extraordinary delay in for-

warding Mr. Arnold's tobacco has occurred at Lynchburg twice this year. There can be no good reason for it. Tobacco shipped at Buford's ought to be put in Danville during the 3rd day succeeding.

I beg to call your attention to sec. 1208, and 1214 Code of Va. Please give prompt attention to this matter. A copy sent to J. S. B. Thompson, Esq., Sup't Va. Mid. R'w'y.

Truly yours,

J. C. HILL,
Railroad Commissioner.

BUFORDSVILLE, BEDFORD CO., VA., MAY 16, 1890.

Gen. J. C. HILL,

Richmond, Va.:

DEAR SIR:

If everybody who makes use of the railroads-bother you as much as I do, you must have a sweet old time. You remember I wrote to you about April 30th, stating that it was our purpose to ship some more tobacco to Danville, and I believe I told you that I had written to both agents at Lynchburg, to the commission merchants in Danville, to you, and I said I would write to Mr. Inman and Mr. Kimball if necessary. The tobacco was started from Buford's, N. & W., morning of April 30th. It was detained in Lynchburg (37 miles from B) a part of April 30th, May 1st and 2d, and was started for Danville Saturday morning, May 3d, at 6 A. M. It reached Danville, I suppose, that day; was kept in the depot Sunday, and Monday afternoon, the 5th of May, it was delivered to the commission merchants, (Lea & Noel) who opened it immediately, and found it they say, "hot enough to roast an egg." It was as sound tobacco when started, as was ever packed in a hogshead. It was put up in high order, but I took every precaution to have it shipped through, and I telegraphed L. & N. to sell it as soon as received, supposing they would get it Friday certainly. They write that the tobacco, 1948 pounds, I think, sold \$2 50 a hundred less than it would have sold had it been sound and in good order. The same tobacco has averaged over \$20 per hundred heretofore; this sold for \$13 33. I could walk to Danville on the cross ties in a week, or send an ox team there in that time. This hitch at Lynchburg practically cuts us off from the Danville market, and compels us to sell in Lynchburg whatever the difference may be. Is there no remedy for this thing? These complaints are not captious, they rest upon reason, and what may justly be claimed from what claims to be a common carrier.

Yours, &c.,

B. W. ARNOLD.

RICHMOND, VA., MAY 19, 1890.

Hon. B. W. ARNOLD,

Bufordsville, Va.:

DEAR SIR:

I have yours of the 16th instant. Please send me the Buford agent's receipt for your tobacco, and if it is possible to find out what is the cause of delay, I will do so and have the cause removed.

Yours truly,

J. U. SUMPTER.

Digitized by  Clerk

BUFORD'S, VA., MAY 24, 1890.

Gen'l J. C. HILL,

Richmond, Va.:

DEAR SIR:

At request of Mr. Sumpter in letter dated May 19th, I enclose receipt of depot agent at Bufords, for tobacco shipped to Banner warehouse, April 30th.

1. It started from Bufords 8 o'clock, A. M.
 2. Mr. Luckett wrote me that it left Lynchburg, 6 A. M., May 3d.
 3. The proprietors of Banner warehouse writes me that it came into their hands on the afternoon of May 5th and that they "lost not one minute in opening it."
 4. I wrote to both agents at Lynchburg when the tobacco started, to the commission merchants in Danville, and telegraphed them, and I wrote to you and suggested that I would write to Presidents Kimball and Inman if necessary.
 5. No sounder tobacco was ever put into a hogshead than this lot was when it left my farm.
 6. All the rest of this lot of tobacco sold at an average of about 25 cts. a pound. This sold for about 13 cents, and had the owners of it been in Danville, and the tobacco in such order as it was when it left here, they would have refused anything less than 20 cents a pound, making a difference of about 5 cents a pound on 1948 pounds.
 7. The commission merchants could form but little idea about the quality of the tobacco when it was "hot enough to cook an egg."
 8. There are two freight trains that take such freight leaving Lynchburg daily for Danville.
 9. The tobacco should have reached Lynchburg about 10 A. M., April 30th. It was held in Lynchburg over five chances to ship to Danville—Wednesday evening, Thursday morning and evening, Friday morning and evening. Had it reached Danville Thursday morning or Friday morning, it would have been opened and sold on either of these days. It reached Danville Saturday night, was held over Sunday and most of Monday, (May 5th) and sold 6th May, taking seven days or a week to go about 100 miles in very hot weather.
 10. The tobacco was put up in high order, it sells better that way, but every possible precaution was taken by me to have it hurried to Danville, as tobacco was selling very high at that time.
- I think we lost at least \$100 on the sale; no one ventured to go with it this time for fear of a week or two board in Danville.

Respectfully,

B. W. ARNOLD.

RICHMOND, VA., MAY 22, 1890.

Col. FRANK HUGER,

Sup't Transportation N. & W. R. R., Roanoke, Va.:

DEAR SIR:

I am again under the necessity of calling your attention to the detention of tobacco at Lynchburg belonging to Hon. B. W. Arnold of Bufordsville, Bedford Co. I cannot regard this thrice repeated delay as accidental. It is either inexcusable negligence, or intentional disregard of the duties imposed by law upon

the two roads as common carriers. My letter of the 6th instant is still without reply. I shall expect reply in a reasonable time. I again call your attention to sec. 1208 and 1214, Code of Virginia. Copy sent to J. S. B. Thompson, Esq., Sup't V. M. R'w'y.

Yours truly,

J. C. HILL,
Railroad Commissioner.

J. C. C.

Please look into this matter and see what was the cause of the delay in delivering this car to V. M. Ry.

F. H.

W. L. R.

Agent:

Please give me W. B. ref. and car and let me know when this tobacco was received at Lynchburg, and when delivered to Va. Mid., at what time do you hold their receipt for it.

F. H.

Col. HUGER,

Supt. Trans.:

DEAR SIR:

Bufords W. B. 3 L. February 3d, 1890, 4 hogsheads tobacco consigned to Banner Warehouse Danville. Shipped from Buford on R. & A. car 462, February 3d; arrived at Lynchburg by 4th, 56, Conductor Butler, February 3d, at 1 o'clock P. M. Put at warehouse 2:55 P. M. same day. Transferred and loaded for Va. Midland, transfer in N. Y. P. O. car 40,653 February 4th. Car ordered to Va. Midland by agent on his order 170, 11 o'clock A. M. February 4th, but car was not delivered to V. M. until 6:20 P. M. February 5th. Same not put at V. M. warehouse, and checked by them until February 7th, caused by crowded condition in their yard. Mr. Cassell, Supt. will have to explain why car was not promptly delivered on February 4th, 11 A. M., as per order of agent.

Buford, W. B., 7 L., April 30th, 1890—3 hogsheads tobacco, Banner warehouse, Danville; Car P. F. W. & C., 3,729. From Bufords, April 30th, arrived at Lynchburg 3:56 same date, 11:25 A. M.; put at warehouse May 1st, and checked to Va. Midland transfer May 1st. Receipted for by V. M., May 2d, and I find re-billed and forwarded by them May 3d.

This is bad enough, but not sufficient to justify his claim.

Yours truly,

A. F. RAVENEL, JR.,
F. C. A.

LYNCHBURG, VA., MAY 23, 1890.

Col. F. HUGER,

Supt. Transportation:

DEAR SIR:

Herewith please find movements of car P. F. W. & C., 3,729, which contained the three hogsheads of tobacco shipped from Buford by B. W. Arnold to Danville, Va.

This car arrived at Lynchburg Island yard on the 3rd, 56 train at 11:25 A. M., April 30th, Douglass, conductor. Ordered to warehouse April 31st, 6 P. M. Delivered to warehouse May 1st, at 6:30 A. M. Ordered to V. M., May 1st, at 10:30 A. M. Order signed by Yard-Master Whalley, 11:23 A. M., May 1st, for delivery to V. M. Delivered to V. M., 2:10 P. M., May 1st, by Yard-Master Whalley. Put in place at V. M. warehouse to be checked, May 2d in A. M.; checked and signed for by Mr. Bigbie under that date.

Respectfully,

W. L. ROHR, *1st.*
K.

No unnecessary delay on our part.

ROANOKE, VA., MAY 16, 1890.

Col. FRANK HUGER,

Supt. Transportation, City:

The delay to N. Y., P. & O. car No. 40,653 was due to refusal of the R. & D. R. R. to receive any cars from us on February 4, 1890, and they were not able to receive a transfer from us until late in the day February 5, 1890, on account of the crowded condition of their yard. P. F. W. & C. car No. 3,729 was delivered to the R. & D. R. R., at 2:10 P. M., May 1, 1890, but was not checked by our clerk at their warehouse until May 2, 1890, due to failure of the R. & D. R. R. to place the car before then. It is almost a daily occurrence that our warehouse transfer car is not checked at the R. & D. warehouse until the day following delivery, on account of the R. & D. people not placing the car. Of course we could, by making transfers of less than carload lots by drays to the R. & D. warehouse, obtain a receipt showing more prompt delivery than the present system gives us, but I hardly think we should be subjected to this extra expense. The whole secret of the matter is the R. & D. R. R. Co. have not adequate track facilities at Lynchburg for handling their business, but as additions are being made to their yard, it is likely the delays we have experienced in handling freight at that point will be overcome when the new tracks have been completed.

Yours truly,

JAMES C. CASSELL,
Supt. Lbg. Div.

ROANOKE, VA., MAY 24, 1890.

General JAMES C. HILL,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Referring to your favor under date of the 22d instant, I beg to enclose you herewith a report from our agent at Lynchburg, under date of the 23d instant, showing that the tobacco to which Mr. Arnold refers as having been shipped from Buford April 30th, was delivered to the V. M. railway at 2:10 P. M., May 1st. The crowded condition of our yard prevented the car being put to our warehouse at Lynchburg until the morning of the 1st, after which, you will notice, it was promptly delivered to the V. M. railway.

I also enclose you report as to the delay of which Mr. Arnold complained pre-

viously, and as referred to in your letter of May 6th. I have no doubt the delay in the V. M. yard, was due to its crowded condition, which you will note they are endeavoring to overcome with the least possible delay.

Yours truly,

FRANK HUGER,
Supt. Transportation.

RICHMOND, VA., MAY 27, 1890.

Hon. B. W. ARNOLD,

Bufordsville, Va.:

DEAR SIR:

I enclose you copy of full report of the detention of your tobacco at Lynchburg, so far as N. & W. road is concerned. I have not received full report from V. M. railway. When that is received, you can determine who is responsible for your loss. Make out a bill for what you think you are fairly entitled to, and send me. Suppose you will be here on the 29th.

Yours truly,

J. C. HILL,
Railroad Commissioner.

RICHMOND, VA., MAY 31, 1890.

Hon. B. W. ARNOLD,

Bufordsville, Va.:

DEAR SIR:

The enclosed copy of letter from Supt. Thompson, of the V. M. railway, explains fully the detention of your tobacco, and according to Mr. Thompson's letter, the Midland road owes you reasonable damages.

Yours truly,

J. C. HILL,
Railroad Commissioner.

ALEXANDRIA, VA., MAY 29, 1890.

Gen. J. C. HILL,

R. R. Commissioner, Richmond, Va.:

DEAR SIR:

Acknowledging receipt of your favor of 22d instant, enclosing copy of letter from Mr. B. W. Arnold, Bufordsville, Bedford county, complaining of delay in shipment of tobacco from Bufordsville to Danville, I beg to state that the three hogsheads of tobacco shipped by Mr. Arnold from Bufordsville on November 20th, 1889, were delivered by the N. & W. to this line at Lynchburg November 21st. On that day they were transferred and loaded down in car, to be forwarded to Danville that night, which would have admitted of the tobacco being in Danville the next morning; but on that night before the train which was to handle this car could get out of the Lynchburg yard, a large freight engine was badly derailed just at the south end of our Lynchburg freight yard. This completely blocked all trains, and we were not able to get trains by that point until late in the next day

November 22d. This accident was unavoidable, and so was the delay. In that time freight from north of Lynchburg, as well as from Lynchburg proper and our connections, had commenced to accumulate very largely in our Lynchburg yard, and when the track was finally cleared it necessarily took some time to get cars straightened out, and the car containing these three hogsheads of tobacco could not be forwarded from Lynchburg until the morning of the 23d of November, when it was so forwarded, and reached Danville without any further delay. This was the first case of delay to Mr. Arnold's tobacco, and while it was exceedingly unfortunate, it was one which we could not have prevented in any way.

The four hogsheads shipped by him from Bufordsville on February 3d, were not delivered to this company at Lynchburg by the N. & W. until February 7th, as stated by Mr. Arnold. They were promptly billed out on that day, and should have gone forward on that day, and there is no excuse for their not having been forwarded on that day. They were not forwarded for the reason that the transfer clerk made an error as to the initial and number of the car in which the hogsheads were loaded, and the mistake was not detected until it was found that the hogsheads were short at Danville, when a tracer was at once started, and it was then found that the hogsheads had not been loaded in the car in which the record showed, but had been loaded in a car, which by the records caused by the above error, had been treated as an empty car, and the same had been held in the Lynchburg yard as an empty car, and without knowledge that it contained the tobacco, and was not forwarded from Lynchburg until February 13th, and reached Danville and was delivered on the 14th of February. For this delay we are unquestionably liable, and the facts have been reported to the Claim Department so that Mr. Arnold's claim for damage to this shipment resulting from this delay may be properly adjusted.

Yours truly,

J. S. B. THOMPSON,
Supt.

RICHMOND, VA., JUNE 2, 1890.

J. S. B. THOMPSON, Esq.,

Supt. V. M. R'wy, Alexandria, Va.:

DEAR SIR:

I enclose statement of Mr. Arnold's loss on tobacco amounting to \$129 56, he has heretofore fixed claim for \$24 00, amount of hotel bill paid in Danville in November.

| | |
|----------------------|----------|
| Loss on tobacco..... | \$129 56 |
| Hotel bill..... | 24 00 |
| Aggregate | \$153 56 |

for which he offers to take \$100. My advice is to pay it.

Yours truly,

J. C. HILL,
Railroad Commissioner.

BUFORDSVILLE, BEDFORD CO., VA., MAY 30, 1890.

Gen. J. C. HILL,

Richmond, Va.:

DEAR SIR:

In reply to yours of the 27th instant, I send the following estimated damages caused by the heating of three hogsheads of tobacco, shipped from Bufords on the N. & W. railroad, April 30th, by Arnold & Gill Bros., to Banner warehouse, Danville, Va.

1. 1894 pounds of this same lot of tobacco shipped about Nov. 18th, and sold Nov. 25th, 1889, netted 25 cents a pound. I and one young man was kept in Danville about one week waiting for this tobacco. I was compelled to leave before it reached Danville.

2. 2646 pounds of the same tobacco was shipped February 3d, and reached Danville February 14th. Two men were detained about one week, and left before the tobacco reached Danville. It sold for 21 cents net.

3. 1948 pounds of the same tobacco was shipped April 30th, 1890, when tobacco was ruling higher than at any time during the season, and it netted only 13.3 cts. per pound, and the lowest estimate placed on it by the owners was 20 cents, and it would have been taken in at less figures, had they been at the sale and the tobacco in good order. In the language of the merchants, it was "hot enough to roast an egg." I have not the least doubt that it would have netted 20 cents a pound at least. Had it done so we would have realized..... \$389 60
It sold for..... 260 04

The difference being..... \$129 56

The tobacco was put up in high order, as it sells better that way, but was as sound as any tobacco that was ever put in a hogshead.

I wrote to the N. & W. and the Va. Midland agents in Lynchburg on the day the tobacco was shipped, April 30th, (Wednesday morning, 8 A. M.); telegraphed and wrote to the merchants in Danville, and also to Railway Com'r Hill. I took every precaution to have it promptly delivered. The distance was about 100 miles. Had it reached Danville Thursday, Friday or Saturday, it would have been all right. It lay in the depot at Danville, Saturday night, all day Sunday, and until Monday evening, while the weather was very warm, and I suppose the heating occurred in the last forty-eight hours.

We will make a clean sweep of all three cases for \$100.

All three cases are evident violations of sections 1207 and 1208, Code of Virginia.

Respectfully,

B. W. ARNOLD.

As to the distribution of the responsibility, the railways themselves and you are best judges. Please let me know at your earliest convenience what they propose to do.

B. W. A.

RICHMOND, VA., JUNE 2, 1890.

Col. FRANK HUGER,

Supt. Transportation, N. & W. R. R., Roanoke, Va.:

DEAR COL.:

I enclose you copy of Supt. Thompson's letter, showing that he has the bag to hold. Also Mr. Arnold's statement of claim; also my letter to Thompson. I do this in order that you may take in the whole situation.

Yours truly,

J. C. HILL,
Railroad Commissioner.

BUFORDSVILLE, VA., JULY 9, 1890.

Gen'l J. C. HILL,

Richmond, Va.:

DEAR SIR:

I do not understand why I cannot hear something from you as to what conclusion the N. & W., and the Va. Midland, (or R. & D.) have come to with reference to the repeated delays to which they have subjected my tobacco freight since last November. If you can do nothing with the case, I would like it to be submitted to the Board of Public Works. I wish to find out whether the railroads are in absolute control of the state or not, and whether a private citizen has any rights whatever that a railroad pretends to respect.

Very truly, etc.,

B. W. ARNOLD.

RICHMOND, VA., JULY 12, 1890.

Gen. JAMES C. HILL,

R. R. Commissioner, Richmond, Va.:

DEAR SIR:

I have just received this date some papers from Supt. Thompson, in regard to claim of B. W. Arnold, Bufordsville, Va., for alleged damage to shipments of tobacco from that point to Danville, Va., about the first of last May. I will have this matter in such shape in a short time, as to be able to advise you definitely what we will do.

While it seems that the shipments were delayed some at Lynchburg, it was through no negligence of the company's. It was entirely due to an incomplete system of exchange at Lynchburg, which has been remedied. Twenty-four hours of the delay complained of by Mr. Arnold was Sunday. Of course we could not do anything on that day.

I think that when we have the matter in shape, that we will probably be able to offer something in settlement of this claim, but I think the amount of the bill, \$100 00, rather excessive, and in the meantime, would be glad for you to effect a better settlement for us, so that we will be nearer a conclusion when the papers are returned.

Yours truly,

J. H. DRAKE,
Digitized by Google
G. F. A.

RICHMOND, VA., JULY 14, 1890.

J. H. DRAKE, Esq.,

G. F. A., R. & D. R. R., Richmond, Va.:

DEAR SIR:

I was surprised to hear that the claim of Mr. Arnold's had not been settled. I am perfectly familiar with the papers in the case, and think he should be promptly paid the \$100 00 which he is willing to take. I have no doubt he can recover at law the whole amount of the losses which he sustained. It was not only one case of peculiar annoyance and loss, but several.

Yours truly,

J. C. HILL,
Railroad Commissioner.

BUFORDSVILLE, VA., JULY 15, 1890.

Gen'l J. C. HILL,

Richmond, Va.:

DEAR SIR:

I would like for the two railroads interested in my complaint against three palpable detentions of freight at Lynchburg, destined to Danville, to let me know what they propose to do.

1. In Nov. 1889, I went to Danville and remained there nearly one week waiting for tobacco which did not come until sometime after I was compelled to leave, making my entire trip a failure, through no fault of mine. A young man who went with me, and was interested in the tobacco, was compelled to stay quite a week before being able to effect a sale. The unnecessary expense caused by delay in this case, not to say anything about the fluctuations in the price of tobacco, could not have been less than about six or eight dollars to each party.

2. In February, tobacco was delayed unnecessarily about ten days. Two persons spent a week in Danville, after having given the railroads seven days to carry the freight about 100 miles, besides purchasing a ticket back and forth from Bufords to Danville, and they returned home after a week's delay, and gave the tobacco up for lost somewhere on the route. The railroad fare and hotel bill could not have been less than about twelve or fifteen dollars each.

3. Tobacco similar to other tobacco which had averaged 25 cents a pound by being delayed, (in spite of a written warning), averaged only 13 cents, making a loss of about \$130. It had time enough to have reached Danville before the Sunday alluded to, and had it reached Danville in proper time, it would have been opened at once and would not have spoiled by heating. The railroads propose to do carrying; if they haven't the facilities, it is their own lookout, and a matter with which the shipper has nothing to do. The detention of the young men, one about two weeks, and one about a week, deranged my farm work, the care of my stock, &c., in my absence, in a manner such as to be a very serious damage. One hundred dollars to cover the entire expense of the three shipments, is liberal in the extreme. If I am forced into a law suit, I shall get all I can, and the railroads interested must show that there were not three distinct violations of section 1208, Code of Virginia, in not furnishing "all due or reasonable facilities for receiving and forwarding all the traffic," &c., and for "unreasonable delay."

I should like to know without delay, what they propose to do, and in case they

do not accept the proposition I make, I would be glad for you to refer "the unreasonable delay" in the connection at Lynchburg for Danville freight, to the board of public works. I wish to see if our farcial and nonsensical laws on this subject have anything in them but empty sound.

Respectfully,

B. W. ARNOLD.

RICHMOND, VA., JULY 17, 1890.

General J. C. HILL,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Referring to your favor of 14th, in regard to claim of B. W. Arnold for alleged damage to tobacco, beg to state that if this claim had been presented through us in the first place, there should not have been so much delay in arriving at a settlement, but as you are aware, all papers were forwarded to the Superintendent of the V. M. R. W., and have just been received from him. However, there shall be no further delay in settlement of the matter as we have it now in shape.

Very truly yours,

J. H. DRAKE,

G. F. A.

RICHMOND, VA., JULY 19, 1890.

Hon. B. W. ARNOLD,

Bufordsville, Va.:

DEAR SIR:

The enclosed letter from the G. F. A. of the R. & D. R. R., concludes the matter. The \$100 00 will be sent you at once. I wish you would notify me when the money is paid.

Yours truly,

J. C. HILL,

Railroad Commissioner.

RICHMOND, VA., JULY 19, 1890.

Gen. J. C. HILL,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

I return, herewith, letter from Mr. B. W. Arnold, regarding his claim for damage to leaf tobacco to Danville. As advised you from our Claim Department, papers have just been received and will be promptly investigated.

Respectfully,

J. H. DRAKE,

G. F. A.

BUFORDSVILLE, VA., JULY 22, 1890.

Gen. J. C. HILL,

Richmond, Va.:

DEAR SIR:

I received to-day a check for \$100, on the Treasurer of the R. & D. R. R. I am glad they chose to settle it outside of the courts.

Respectfully, &c.,

B. W. ARNOLD.

Complaint against Chesapeake & Ohio Railroad Company.

RICHMOND, VA., JULY 24, 1890.

Gen. J. C. HILL,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Your favor of July 15th in regard to claim of W. T. Meade, Louisa, alleged overcharge on lambs; L. J. Cleveland, Scottsville, alleged overcharge on household goods; and complaint of T. E. Powers, and A. D. Shotwell & Co., about excessive charge on bark from Mechum's River to Manchester, was received during our absence which explains delay in replying thereto.

We some time ago arranged a refund in accordance with your request on the lambs, from Frederick Hall to Richmond; but the same has to be vouchered and go through our regular departments, which no doubt explains delay.

In regard to household goods from Howardsville to Scottsville on account of L. J. Cleveland, we beg to say that in our judgment the charge as made, considering the bulk of the property, is not excessive; but in order to satisfy you, we have instructed that voucher be made in favor of Mr. Cleveland for \$3 19, making our charge for this freight, Howardsville to Scottsville \$8 00 as per your suggestion.

In thus acting on the above two questions, we beg to say that we regard it as a very bad precedent to establish—to refund the freight on these two shipments—inasmuch as we believe that we can demonstrate beyond question, that according to the space occupied by this freight, our charge is entirely within the law; at the same time it is our desire at all times, as nearly as practicable, to conform to your wishes in matters of this kind, as well as to avoid adverse criticism on the part of the farmer, which would result in railroad legislation.

Now in regard to the bark from Mechum's River to Manchester, we beg to say that we do not look at this matter in the light that Messrs. Shotwell & Co., or Mr. Powers do, for several reasons. First, in transporting this bark to Staunton, it is utilized at that point, and we get the product of it for re-shipment. It is true that the rate is but \$5 83 per car of ten tons, but if we carry one hundred cars of bark to Staunton, we get the freight on half that much product at a very high rate of freight, which certainly makes the business on the whole remunerative to our line, to say nothing of the fact that it encourages an industry on our rails, which gives labor to a great many people whose supplies are transported by our line. Manchester is not on our rails, and there is no freight which we can secure in return for a low rate on bark to that point. We do not regard our rates, therefore, as discriminating against Manchester. However, since Messrs. Shotwell & Co. have made contracts with Mr. Powers for this bark, we are willing to make the rate from Mechum's River, including delivery at Manchester, 10 cents per 100 lbs; no car to pay less than \$24 00. This will make carload of bark weighing 24,000 pounds, come to \$24 00, and is very near the rate which Messrs. Shotwell & Co. ask. If this will be satisfactory to them, and you will so advise us, we will take pleasure in issuing the rate.

Yours very truly,

E. D. HOTCHKISS,

G. F. A.

STATISTICAL TABLES.

TABLE No. 1—MILEAGE OF ROADS IN THE STATE, KIND OF RAILS, ET. C.

| NAMES OF ROADS. | Main Line. | Branches. | Yard track, spurs, and sidings. | Total length of all tracks. | Mileage in the State. | RAILS. | |
|---|------------|-----------|---------------------------------|-----------------------------|-----------------------|---------|-------|
| | | | | | | Steel. | Iron. |
| * Alexandria and Frederickburg..... | 26.64 | ..... | 4.91 | 33.55 | 33.55 | 26.77 | 3.78 |
| * Alexandria and Washington..... | 4.96 | ..... | 2.52 | 7.48 | 7.48 | 5.45 | 2.03 |
| Atlantic and Danville..... | 205 | 58 | ..... | 263 | 263 | ..... | ..... |
| Chesapeake and Ohio..... | 888.9 | 36.2 | 295 | 1,220.1 | 566.7 | 1,220.1 | ..... |
| Cumberland Valley and Martinsburg..... | 33.65 | ..... | 4.51 | 38.16 | 9.17 | 33.65 | 42 |
| Danville and New River..... | 75 | ..... | ..... | 75 | 75 | 33 | ..... |
| Farmville and Powhatan..... | 88.72 | 7.87 | 9.35 | 105.94 | 105.94 | ..... | ..... |
| Franklin and Pittsylvania..... | 37 | ..... | 1.8 | 38.8 | 38.8 | 38.8 | ..... |
| Holly Neck Lumber and Transportation Company—Lumber Road. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lynchburg and Durham..... | 115 | 1 | 5.3 | 121.3 | 78.70 | 78.70 | ..... |
| Mecklenburg Valley..... | 17.7 | ..... | 3.00 | 20.7 | 19 | ..... | 6.57 |
| Milton and Sutherland..... | 6.5 | ..... | .07 | 6.57 | 6 | ..... | ..... |
| New York, Philadelphia and Norfolk..... | 94.46 | 17 | 15.91 | 127.37 | 58.77 | 117.42 | ..... |
| Norfolk and Carolina..... | 101 | 9.5 | ..... | 110.5 | 44 | 110.5 | ..... |
| Norfolk Southern..... | 73.05 | 97 | 9.03 | 183.05 | 22.13 | 21.70 | 61.35 |
| Norfolk and Western..... | 498.3 | 262.61 | 188.67 | 859.58 | 606.76 | 786.93 | 72.65 |
| Norfolk and Ocean View..... | 8 | ..... | ..... | 8 | 8 | ..... | ..... |
| Norfolk and Virginia Beach..... | 17.9 | ..... | 1.26 | 19.16 | 19.16 | ..... | 1.76 |
| Norfolk and Clarksville..... | 56.5 | ..... | 2.1 | 58.6 | 7.2 | 56.5 | 2.1 |
| Oxford and Petersburg..... | 58.99 | ..... | 8.40 | 67.39 | 52 | 63.99 | 3.40 |
| Petersburg..... | 3.28 | ..... | ..... | 3.28 | 3.38 | 3.38 | ..... |
| Piedmont..... | 48.4 | ..... | 7.1 | 55.5 | 5.1 | 48.4 | 7.1 |
| Potomac..... | 1.70 | ..... | ..... | 1.70 | 1.70 | 1.70 | ..... |
| Potomac, Frederickburg and Piedmont..... | 38 | ..... | 2 | 40 | 40 | ..... | 40 |
| Richmond and Danville..... | 140.6 | 61.4 | 35.52 | 237.52 | 157.70 | 197.80 | 40.12 |
| Richmond and Mecklenburg..... | 31.3 | ..... | 1.1 | 32.4 | 32.4 | 31.3 | 1.1 |
| Richmond and Petersburg..... | 22.46 | ..... | 7.98 | 30.43 | 30.43 | 30.43 | ..... |

| | | | | | | |
|--|----------|--------|--------|----------|----------|----------|
| Richmond, Fredericksburg and Potomac | 76.75 | ..... | 16.21 | 94.96 | 94.96 | 94.96 |
| Rich, Fred. and Potomac and Richmond and Petersburg Connection Company | 1.25 | ..... | ..... | 1.25 | 1.25 | 1.25 |
| Richmond, York River and Chesapeake | 38.3 | ..... | 12.60 | 50.90 | 50.90 | 27.83 |
| Richmond and Seven Pines | 7.50 | ..... | ..... | 7.50 | 7.50 | 7.50 |
| Seaboard and Roanoke | 78.6 | ..... | 35 | 110.5 | 62.28 | 122.5 |
| Shenandoah Valley | 28.11 | ..... | 17.44 | 29.99 | 226.89 | 255.55 |
| Suffolk and Carolina | 39 | ..... | 11 | 50 | 16 | 30 |
| Suffolk Lumber Company | 13 | ..... | ..... | ..... | 13 | ..... |
| Swamp Land | 4 | ..... | ..... | ..... | 4 | ..... |
| South Atlantic and Ohio | 70 | ..... | 8.06 | 78.06 | 78.06 | 78.06 |
| Strasburg and Harrisonburg | 49 | ..... | 4.81 | 53.81 | 53.81 | 37.85 |
| Surry, Sussex and Southampton | 21.9 | ..... | 6 | 27.9 | 27.9 | ..... |
| Valley | 60 | ..... | ..... | 66 | 66 | 43 |
| Virginia Midland | 293.7 | ..... | 38.4 | 332.1 | 349.1 | 248.1 |
| Washington Southern | 33.6 | ..... | 7.49 | 41.09 | 41.09 | 35.24 |
| Washington, Ohio and Western | 50.1 | ..... | 4.25 | 54.35 | 54.35 | 47.30 |
| Winchester and Potomac | 32 | ..... | ..... | ..... | 11.22 | 7.05 |
| Winchester and Strasburg | 20.5 | ..... | 2.9 | 23.4 | 23.4 | 13.65 |
| Total | 3,610.91 | 618.99 | 768.01 | 4,688.55 | 3,426.43 | 3,634.57 |
| | | | | | | 552.69 |

* The reports of the Alexandria and Fredericksburg and Washington railroads are for nine months only, ending March 31, 1890. The two companies were consolidated as the Washington Southern railroad company on April 1. The report of the consolidated company as above is for the remaining three months.

REPORT OF THE RAILROAD COMMISSIONER.

TABLE No. 2—CAPITAL STOCK.

| NAMES OF ROADS. | Number of shares. | Par value. | Total amount author- ized. | TOTAL AMOUNTS ISSUED AND OUTSTANDING. | |
|---|-------------------|------------|-------------------------------|--|------------|
| | | | | Common. | Preferred. |
| •Alexandria and Fredericksburg..... | 10,000 | 100 00 | 2,000,000 | 1,000,000 | |
| •Alexandria and Washington..... | 3,000 | 100 00 | 300,000 | 300,000 | |
| Atlantic and Danville—No report. | | | | | |
| Chesapeake and Ohio..... | 710,000 | 100 00 | 71,000,000 | 46,000,000 | 25,000,000 |
| Cumberland Valley and Martinsburg..... | 7,000 | 100 00 | 700,000 | 700,000 | |
| Danville and New River..... | 3,668 | 100 00 | 366,800 | 308,800 | 60,000 |
| Farmville and Powhatan..... | 10,000 | 100 00 | 1,000,000 | 497,100 | 500,000 |
| Franklin and Pittsylvania..... | | 100 00 | 200,000 | 200,000 | |
| Holly Neck Lumber and Transportation Company—Lumber Road. | | | | | |
| Lynchburg and Durham..... | 5,007 | 100 00 | 2,000,000 | 598,700 | |
| Mecklenburg Valley..... | 420 | 100 00 | 42,000 | 42,000 | |
| Milton and Sutherland..... | | 50 00 | 61,250 | 61,250 | |
| New York, Philadelphia and Norfolk..... | 25,000 | 100 00 | 2,500,000 | 1,714,375 | |
| Norfolk and Carolina..... | 550 | 100 00 | 55,000 | 55,000 | |
| Norfolk Southern..... | 10,000 | 100 00 | 1,000,000 | 1,000,000 | |
| Norfolk and Western..... | 370,000 | 100 00 | 37,000,000 | 7,000,000 | 30,000,000 |
| Norfolk and Ocean View..... | 1,000 | 50 00 | 50,000 | 50,000 | |
| Norfolk and Virginia Beach..... | 5,000 | 100 00 | 500,000 | 500,000 | |
| Oxford and Clarksville..... | 1,000 | 100 00 | 100,000 | 100,000 | |
| Petersburg..... | 13,253 | 100 00 | 1,325,300 | 1,000,000 | 325,300 |
| Petersburg and Asylum..... | 400 | 50 00 | 20,000 | | |
| Piedmont..... | | | | | |
| Potomac..... | 2,000 | 100 00 | 200,000 | 101,000 | |
| Potomac, Fredericksburg and Piedmont..... | 4,500 | 100 00 | 450,000 | 460,000 | |
| Richmond and Danville..... | 50,000 | 100 00 | 5,000,000 | 5,000,000 | |
| Richmond and Mecklenburg..... | | 100 00 | 327,500 | 327,500 | |
| Richmond and Petersburg..... | 10,000 | 100 00 | 1,000,000 | 1,000,000 | |

REPORT OF THE RAILROAD COMMISSIONER.

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| | | | | | |
|--|--------|--------|------------|-----------|----------|
| Richmond, Fredericksburg and Potomac..... | 37,364 | 100 00 | 3,747,850 | 2,228,260 | 500,400 |
| Rich., Fred. and Potomac, and Richmond and Polesburg Connection Company..... | 2,000 | 100 00 | 500,000 | ..... | 140,000 |
| Richmond, York River and Chesapeake..... | ..... | 100 00 | 500,000 | 497,500 | ..... |
| Richmond and Seven Pines..... | 182 | 100 00 | 100,000 | ..... | ..... |
| Seaboard and Roanoke..... | 13,029 | 100 00 | 1,790,000 | 1,068,700 | 244,200 |
| Shenandoah Valley..... | 36,962 | 100 00 | 3,698,200 | 3,698,200 | ..... |
| Surfolt and Carolina..... | 4,000 | 100 00 | 500,000 | 400,000 | ..... |
| Surfolt Lumber Company..... | 900 | 100 00 | 20,000 | 20,000 | ..... |
| Sulphur Mines..... | ..... | ..... | ..... | ..... | ..... |
| South Atlantic and Ohio..... | 11,100 | 100 00 | 10,000,000 | 1,110,000 | ..... |
| Strasburg and Harrisonburg..... | ..... | ..... | ..... | ..... | ..... |
| Surry, Sussex and Southampton..... | 600 | 100 00 | 50,000 | 50,000 | ..... |
| Valley..... | 27,122 | 100 00 | ..... | 2,712,200 | ..... |
| Virginia Midland..... | ..... | 100 00 | 10,800,000 | 5,996,940 | ..... |
| Washington Southern..... | 20,000 | 100 00 | 1,000,000 | 1,000,000 | 8,762 82 |
| Washington, Ohio and Western..... | 16,000 | 100 00 | 1,500,000 | 1,500,000 | ..... |
| Winchester and Potomac..... | ..... | ..... | ..... | ..... | ..... |
| Winchester and Strasburg..... | 6,000 | 100 00 | 600,000 | 600,000 | ..... |

*The reports of the Alexandria and Fredericksburg and Alexandria and Washington railroads are for nine months only, ending March 31, 1890. The two companies were consolidated as the Washington Southern railroad company on April 1. The report of the consolidated company as above, is for the remaining three months.

REPORT OF THE RAILROAD COMMISSIONER.

TABLE No. 3—DEBTS.

| NAMES OF ROADS. | Capital stock. | Funded debt. | Floating debt. | Total amounts of debts. | Amount of debt per mille. | Mileage. |
|---|----------------|---------------|----------------|-------------------------|---------------------------|----------|
| | | | | | | |
| Alexandria and Fredericksburg..... | 1,001,000 00 | 1,000,000 00 | 1,257,375 00 | 3,257,375 00 | 113,755 16 | 28.64 |
| Alexandria and Washington..... | 300,000 00 | ..... | 3,389 33 | 303,389 33 | 61,167 20 | 4.96 |
| Atlantic and Danville—No report. | ..... | ..... | ..... | ..... | ..... | ..... |
| Chesapeake and Ohio..... | 71,000,000 00 | 84,046,621 39 | 1,616,866 93 | 107,563,488 32 | 117,353 25 | 925 1 |
| Cumberland Valley and Martinsburg..... | 700,000 00 | ..... | 42,719 31 | 742,719 31 | 22,071 90 | 33.65 |
| Danville and New River..... | 308,600 00 | 700,000 00 | 165,320 32 | 1,233,920 32 | 16,452 27 | 75 |
| Farmville and Powhatan..... | 997,100 00 | 936,209 23 | 30,738 47 | 1,864,047 70 | 19,298 56 | 96.60 |
| Franklin and Pittsylvania..... | 200,000 00 | 100,000 00 | ..... | 300,000 00 | 8,168 11 | 37 |
| Holly Neck Lumber and Transportation Company—Lumber Road. | ..... | ..... | ..... | ..... | ..... | ..... |
| Lynchburg and Durham..... | 508,700 00 | 1,650,000 00 | ..... | 2,158,700 00 | 29,830 11 | 72.4 |
| McCherrin Valley..... | 42,000 00 | ..... | ..... | ..... | 2,372 88 | 17.7 |
| Milton and Sutherland..... | 61,250 00 | 26,000 00 | ..... | 87,250 00 | 13,423 18 | 6.5 |
| New York, Philadelphia and Norfolk..... | 1,714,375 00 | 3,073,000 00 | 752,263 00 | 5,539,638 00 | 58,644 27 | 94.46 |
| Norfolk and Carolina..... | 55,000 00 | 1,200,000 00 | 447,234 42 | 1,702,234 42 | 16,404 84 | 110.5 |
| Norfolk Southern..... | 1,001,000 00 | 2,529,091 00 | ..... | 3,529,091 00 | 47,677 53 | 74.02 |
| Norfolk and Western..... | 37,000,000 00 | 34,602,866 79 | 1,656,364 57 | 73,259,225 36 | 109,183 82 | 670.91 |
| Norfolk and Ocean View..... | 50,000 00 | 20,000 00 | 154 76 | 70,154 76 | 8,769 35 | 8 |
| Norfolk and Virginia Beach..... | 500,000 00 | 400,000 00 | 67,640 87 | 967,640 87 | 64,058 15 | 17.9 |
| Oxford and Clarksville..... | 100,000 00 | 105,000 00 | 13,650 00 | 218,650 00 | 3,869 91 | 56.5 |
| Petersburg..... | 1,323,500 00 | 1,698,000 00 | ..... | 3,021,500 00 | 61,211 86 | 59 |
| Petersburg and Asylum..... | ..... | 30,000 00 | ..... | 30,000 00 | 8,875 74 | 3.38 |
| Piedmont..... | 101,000 00 | 1,000,000 00 | ..... | 222,712 06 | 131,007 00 | 48.4 |
| Piedmont, Fredericksburg and Piedmont..... | 186,574 39 | 121,712 05 | 25,099 13 | 671,673 62 | 17,675 62 | 38 |
| Potomac, Fredericksburg and Danville..... | 480,000 00 | 186,574 39 | ..... | 671,673 62 | 17,675 62 | 38 |
| Richmond and Danville..... | 5,000,000 00 | 14,601,785 00 | ..... | 19,661,785 00 | 97,819 83 | 201 |
| Richmond and Mecklenburg..... | 357,900 00 | 475,000 00 | 02,465 68 | 895,395 68 | 28,606 89 | 31.3 |
| Richmond and Petersburg..... | 1,000,000 00 | 400,000 00 | 205,576 17 | 1,005,576 17 | 71,517 87 | 22.46 |

| | | | | | | |
|---|--------------|---------------|-------|---------------|------------|--------|
| Richmond, Fredericksburg and Potomac..... | 3,728,450 00 | 1,100,971 23 | ..... | 3,913,821 23 | 50,001 00 | 78.75 |
| Rich, Fred and Potomac and Richmond and Petersburg Connection Co..... | 140,000 00 | ..... | ..... | 140,000 00 | 112,000 00 | 1.25 |
| Richmond, York River and Chesapeake..... | 497,300 00 | 900,000 00 | ..... | 1,397,300 00 | 36,488 25 | 38.3 |
| Richmond and Bevon Plines..... | 18,200 00 | 63,000 00 | ..... | 83,608 80 | 11,155 84 | 7.50 |
| Seaboard and Roanoke..... | 1,302,800 00 | 1,675,604 00 | ..... | 2,978,604 00 | 25,338 04 | 113.0 |
| Shenandoah Valley..... | 3,000,200 00 | 8,883,000 00 | ..... | 10,884,073 30 | 62,156 42 | 255.56 |
| Suffolk and Carolina..... | 400,000 00 | 140,000 00 | ..... | 540,000 00 | 13,848 13 | 30 |
| Suffolk Timber Company..... | 20,000 00 | ..... | ..... | 20,000 00 | 1,538 40 | 13 |
| Sulphur Mines..... | ..... | 1,655,000 00 | ..... | 3,085,761 24 | 44,082 30 | 4 |
| South Atlantic and Ohio..... | 1,110,000 00 | ..... | ..... | 20,261 24 | ..... | 70 |
| Strasburg and Harrisonburg..... | 50,000 00 | ..... | ..... | ..... | ..... | 49 |
| Starry, Sussex and Southampton..... | 2,712,200 00 | 750,000 00 | ..... | 115,817 27 | 5,943 27 | 27.9 |
| Valley..... | 6,007,702 82 | 12,496,000 00 | ..... | ..... | 57,703 33 | 60 |
| Virginia Midland..... | 1,000,000 00 | 1,000,000 00 | ..... | 18,784,659 70 | 60,469 14 | 310.7 |
| Washington Southern..... | 1,500,000 00 | 1,000,000 00 | ..... | 2,490,549 41 | 59,540 16 | 31.6 |
| Washington, Ohio and Western..... | 1,500,000 00 | 1,625,000 00 | ..... | 3,276,046 80 | 65,402 13 | 50.1 |
| Winchester and Potomac..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Winchester and Strasburg..... | 600,000 00 | ..... | ..... | 600,000 00 | 20,208 20 | 20.5 |

* The reports of the Alexandria and Fredericksburg and Alexandria and Washington railroads are for nine months only, ending March 31, 1890. The two companies were consolidated as the Washington Southern railroad company on April 1. The report of the consolidated company as above, is for the remaining three months.

TABLE NO. 4—SHOWING GROSS AND NET EARNINGS, INTEREST, ETC.

| NAMES OF ROADS. | Mileage. | Capital stock. | Gross earnings and income. | Operating expenses, taxes, and other deductions. | Interest. | Net earnings or losses. | Gross earnings and income per mile. | Expenses, interest, etc. per mile. | Net earnings or losses per mile. | Per cent. of gain on capital stock. | Per cent. of loss on capital stock. |
|---------------------------------------|----------|----------------|----------------------------|--|--------------|-------------------------|-------------------------------------|------------------------------------|----------------------------------|-------------------------------------|-------------------------------------|
| | | | | | | | | | | | |
| * Alexandria and Fredericksburg..... | 28.64 | 1,000,000 00 | 152,693 94 | 180,010 21 | 68,304 07 | 95,620 34 | 5,231 49 | 8,670 19 | 3,338 70 | ..... | 9.56 |
| * Alexandria and Washington..... | 4.96 | 300,000 00 | 40,779 24 | 45,338 20 | ..... | 4,536 96 | 8,221 62 | 9,140 36 | 918 74 | ..... | 1.51 |
| Atlantic and Danville.—No report. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chesapeake and Ohio..... | 925.1 | 71,000,000 00 | 7,299,403 83 | 5,762,850 95 | 1,662,369 35 | 215,746 47 | 7,793 17 | 8,026 38 | 233 21 | ..... | .033 |
| Cumberland Valley & Martinsburg..... | 33.65 | 700,000 00 | 36,940 98 | 48,467 31 | ..... | 11,516 33 | 1,098 00 | 1,440 01 | 342 04 | ..... | 1.64 |
| Danville and New River..... | 75 | 308,600 00 | 90,444 63 | 88,800 63 | ..... | 1,643 80 | 1,206 93 | 1,184 01 | 21 92 | ..... | .046 |
| Farmville and Powhatan..... | 96.50 | 997,100 00 | 36,255 22 | 47,048 42 | 296 65 | 11,079 85 | 375 35 | 430 06 | 114 71 | ..... | 1.11 |
| Franklin and Pitsylvania..... | 37 | 200,000 00 | 18,694 36 | 33,631 59 | 7,000 00 | 21,557 23 | 595 25 | 1,098 15 | 502 90 | ..... | 10.97 |
| Holly Neck Lum. and Trans. Co. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lynchburg and Durham..... | 72.4 | 509,700 00 | 42,071 87 | 44,049 98 | ..... | 1,378 11 | 586 39 | 608 42 | 19 03 | ..... | .027 |
| Meherrrin Valley..... | 17.7 | 42,000 00 | 7,183 12 | 6,534 07 | ..... | 654 05 | 406 11 | 369 15 | 36 95 | ..... | 1.56 |
| Milton and Sutherland..... | 6.5 | 61,250 00 | 5,268 67 | 7,291 97 | ..... | 4,103 30 | 810 56 | 1,441 90 | 631 34 | ..... | 6.70 |
| New York, Philadelphia & Norfolk..... | 94.46 | 1,714,375 00 | 740,213 65 | 619,881 13 | 103,149 46 | 42,816 94 | 7,836 27 | 8,289 55 | 453 28 | ..... | 2.50 |
| Norfolk and Carolina..... | 110.5 | 55,000 00 | 72,534 61 | 76,605 84 | 60,000 00 | 63,971 23 | 656 42 | 1,255 35 | 578 93 | ..... | 116.31 |
| Norfolk Southern..... | 74.02 | 1,000,000 00 | 275,377 73 | 232,826 16 | 4,551 64 | 39,099 93 | 3,736 53 | 3,206 29 | 528 24 | ..... | 3.9 |
| Norfolk and Western..... | 670.91 | 37,000,000 00 | 6,306,035 07 | 4,010,996 08 | 1,453,860 98 | 841,178 01 | 9,299 23 | 8,145 44 | 1,253 79 | ..... | 2.27 |
| Norfolk and Ocean View..... | 8 | 50,000 00 | 16,351 27 | 13,701 81 | 2,283 33 | 356 13 | 2,043 91 | 1,999 39 | 44 52 | ..... | .071 |
| Norfolk and Virginia Beach..... | 17.9 | 500,000 00 | 42,907 58 | 30,555 81 | 10,001 83 | 2,349 95 | 239 70 | 226 57 | 13 13 | ..... | .047 |
| Oxford and Clarksville..... | 56.5 | 100,000 00 | 86,554 85 | 97,821 25 | 6,300 00 | 17,066 40 | 1,531 94 | 1,844 02 | 312 68 | ..... | 17.67 |
| Petersburg..... | 59 | 1,323,500 00 | 504,559 34 | 335,088 86 | 104,035 88 | 65,594 30 | 8,553 54 | 6,855 13 | 2,678 41 | ..... | 4.48 |
| Petersburg and Asylum..... | 3.38 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Piedmont..... | 48.4 | ..... | 6,550 22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Potomac..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Potomac, Fred'sburg & Piedmont..... | 38 | 460,000 00 | 36,342 66 | 29,594 25 | 10,868 66 | 4,120 25 | 956 36 | 1,064 81 | 108 43 | ..... | .089 |
| Richmond and Danville..... | 201 | 6,000,000 00 | 2,660,490 68 | 1,205,722 57 | 762,681 94 | 618,076 17 | 12,868 06 | 9,793 05 | 3,075 00 | ..... | 12.36 |
| Richmond and Mecklenburg..... | 31.3 | 357,900 00 | 63,750 87 | 46,758 40 | 22,176 00 | 6,183 53 | 2,636 77 | 2,912 58 | 165 02 | ..... | 1.73 |
| Richmond and Petersburg..... | 22.46 | 1,000,000 00 | 355,171 79 | 224,481 94 | 28,238 06 | 102,451 79 | 15,920 57 | 11,257 02 | 4,563 55 | ..... | 10.24 |

| | | | | | | | | | | |
|---|-----------------|-----------------------|----------------------|----------------------|---------------------|---------------------|---------------------|----------|-----------|-------|
| Richmond, Fredericksburg & Potomac..... | 74.75 | 2,224,000 00 | 714,703 71 | 440,244 22 | 40,385 67 | 225,123 52 | 8,493 82 | 0,085 52 | 2,798 30 | 8.25 |
| R. F. and P. and E. and P. Con. Co..... | 1.25 | 140,000 00 | 25,817 55 | 304 20 | | 23,513 35 | 10,054 04 | 243 36 | 18,510 08 | 10.79 |
| Rich., York River & Chesapeake..... | 38.3 | 407,500 00 | 207,052 47 | 220,754 91 | 62,000 00 | 83,802 44 | 0,429 57 | 7,617 02 | 2,188 05 | 16.85 |
| Richmond and Seven Pines..... | 7.50 | 18,200 00 | 5,572 09 | 8,003 05 | | 2,490 96 | 743 03 | 1,076 07 | 332 04 | 13.08 |
| Seaboard and Roanoke..... | 113.6 | 1,392,900 00 | 771,968 08 | 452,682 27 | 84,231 61 | 225,154 80 | 0,795 50 | 4,725 47 | 2,070 03 | 16.05 |
| Rhenanndah Valley..... | 255.55 | 3,860,200 00 | 1,170,044 09 | 1,001,703 50 | 32,720 26 | 135,614 83 | 4,578 54 | 4,047 86 | 590 71 | 3.07 |
| Suffolk and Carolina..... | 39 | 400,000 00 | 62,862 55 | 41,343 59 | 9,311 67 | 12,207 39 | 1,011 86 | 1,298 85 | 313 01 | 3.05 |
| Suffolk Lumber Company..... | 13 | 20,000 00 | 16,508 88 | 16,148 61 | | 360 27 | 1,209 14 | 1,242 20 | 26 94 | 1.8 |
| Sulphur Mines..... | 4 | | | | | | | | | |
| South Atlantic and Ohio..... | 70 | 1,110,000 00 | 116,271 43 | 67,006 64 | 117,330 00 | 08,125 21 | 1,661 02 | 2,634 24 | 973 23 | 0.14 |
| Strasburg and Harrisonburg..... | 49 | | 125,922 57 | | | | | | | |
| Surry, Sussex and Southampton..... | 27.9 | 50,000 00 | 45,458 67 | 28,781 43 | 3,926 12 | 12,751 12 | 1,629 35 | 1,172 31 | 457 04 | 2.55 |
| Valley..... | 60 | 2,712,200 00 | 131,998 61 | 99,198 93 | 45,000 00 | 12,200 36 | 2,199 98 | 2,403 21 | 203 33 | .041 |
| Virginia Midland..... | 310.7 | 6,007,702 82 | 2,255,689 30 | 1,910,168 73 | 661,970 00 | 325,449 37 | 7,292 21 | 8,307 49 | 1,015 28 | 6.40 |
| Washington Southern..... | 33.6 | 1,000,000 00 | 74,162 51 | 66,248 59 | 8,333 33 | 549 41 | 2,203 35 | 2,219 70 | 16 35 | .005 |
| Washington, Ohio and Western..... | 50.1 | 1,600,000 00 | 135,986 83 | 117,499 18 | 47,250 58 | 28,762 53 | 2,714 30 | 3,288 42 | 574 12 | 1.92 |
| Winchester and Potomac..... | | | | | | | | | | |
| Winchester and Strasburg..... | | | | | | | | | | |
| Total net earnings..... | 20.5 | 600,000 00 | 67,323 67 | | | | | | | |
| Total net losses..... | | | | | | | | | | |
| Totals..... | 3,906.11 | 145,522,777 82 | 24,660,646 15 | 17,676,263 47 | 6,489,603 09 | 2,316,059 81 | 1,022,057 02 | | | |

| | |
|--|----------|
| Average gross earnings per mile..... | 0.313 35 |
| Average expenses and other deductions per mile..... | 4.525 29 |
| Average interest per mile..... | 1.661 40 |
| Average net earnings per mile on 1,675.03 miles..... | 1.382 70 |
| Average net losses per mile on 2,105.80 miles..... | 455 35 |

*The reports of the Alexandria and Fredericksburg and Alexandria and Washington railroads are for nine months only, ending March 31, 1890. The two companies were consolidated as the Washington Southern railroad company on April 1. The report of the consolidated company as above is for the remaining three months.

TABLE NO. 5—TAXATION OF RAILROADS.

Statement showing the Amount of Taxes paid by the several Railroads in the Commonwealth to the State, Counties, and Corporations for the last fiscal year.

| RAILROAD COMPANIES. | STATE. | COUNTIES. | AMOUNT. | CORPORATIONS. | AMOUNT. | TOTAL. |
|--|----------|---------------------|----------|---------------------|----------|-----------|
| Suffolk and Carolina..... | 310 26 | Nansemond..... | 496 43 | Richmond..... | 05 92 | 716 69 |
| Farmville and Powhatan..... | 615 28 | Chesterfield..... | 796 30 | Manchester..... | 24 02 | |
| " | | | | Petersburg..... | 59 10 | 1,560 62 |
| Norfolk and Carolina..... | 653 03 | Norfolk..... | 996 00 | Norfolk..... | 80 00 | 1,877 18 |
| Richmond, Fredericksburg and Potomac..... | 131 08 | Nansemond..... | 148 15 | Richmond..... | 428 61 | |
| " | | Hanover..... | 16 61 | Ashtand..... | 10 34 | |
| Potomac..... | 131 20 | Prince William..... | 178 20 | Fredericksburg..... | 6 27 | 598 91 |
| R. F. and P. and R. and P. Connection..... | 295 74 | Norfolk..... | 2,692 55 | Potomac..... | 40 20 | 358 60 |
| Norfolk Southern..... | 1,388 04 | Norfolk..... | 1,551 33 | Richmond..... | 218 40 | 514 14 |
| Seaboard and Roanoke..... | 7,796 06 | Nansemond..... | 1,623 75 | Portsmouth..... | 4,827 35 | 3,990 59 |
| " | | Isle of Wight..... | 921 00 | Suffolk..... | 201 00 | |
| " | | Southampton..... | 2,480 91 | Franklin..... | 36 81 | |
| Norfolk and Virginia Beach..... | 551 20 | Norfolk..... | 165 15 | Norfolk..... | 87 01 | 19,438 21 |
| Norfolk and Ocean View..... | 291 77 | Princess Anne..... | 716 06 | Norfolk..... | 64 80 | 1,519 42 |
| New York, Philadelphia and Norfolk..... | 1,967 88 | Acommac..... | 429 66 | Norfolk..... | 786 23 | 4,130 31 |
| South Atlantic and Ohio..... | 1,846 08 | Norfolk..... | 1,353 21 | Goodson..... | 100 00 | 6,009 46 |
| Shenandoah Valley..... | 8,563 48 | Scott..... | 818 22 | Estillville..... | 13 50 | |
| " | | Washington..... | 2,373 35 | Berryville..... | 13 50 | |
| " | | Clarke..... | 1,676 53 | Luray..... | 119 71 | |
| " | | Warren..... | 986 73 | Milnes..... | 122 50 | |
| " | | Pager..... | 1,972 64 | Roanoke..... | 1,326 25 | |
| " | | Rockingham..... | 2,884 50 | | | |
| " | | Augusta..... | 1,157 40 | | | |
| " | | Rockbridge..... | 1,562 00 | | | |
| " | | Bodouart..... | 3,290 97 | | | |
| " | | Roanoke..... | 2,218 34 | | | 24,550 41 |
| " | | | 392 49 | | | |

REPORT OF THE RAILROAD COMMISSIONER.

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|--|-----------|---------------------|----------|----------------------|----------|-----------|
| Richmond and Alleghany..... | 13,137 37 | Henrico..... | 536 13 | Richmond..... | 6,292 70 | 35,698 43 |
| " "..... | | Goochland..... | 2,525 85 | Columbia..... | 24 76 | |
| " "..... | | Fluvanna..... | 1,840 66 | Scottsville..... | 14 75 | |
| " "..... | | Buckingham..... | 130 74 | Lynchburg..... | 671 73 | |
| " "..... | | Albemarle..... | 696 92 | Lexington..... | 25 80 | |
| " "..... | | Nelson..... | 1,602 57 | | | |
| " "..... | | Amherst..... | 885 76 | | | |
| " "..... | | Campbell..... | 630 30 | | | |
| " "..... | | Bedford..... | 1,082 36 | | | |
| " "..... | | Rock bridge..... | 2,593 03 | | | |
| " "..... | | Botetourt..... | 3,305 06 | | | |
| " "..... | | Alleghany..... | 178 78 | | | |
| Chesapeake and Ohio..... | 23,040 97 | Elizabeth City..... | 647 85 | Richmond..... | 3,652 42 | |
| " "..... | | Warwick..... | 4,722 26 | Gordonsville..... | 50 00 | |
| " "..... | | York..... | 451 58 | Charlottesville..... | 492 38 | |
| " "..... | | James City..... | 1,465 36 | Staunton..... | 258 38 | |
| " "..... | | New Kent..... | 1,159 32 | Gushen..... | 14 50 | |
| " "..... | | Charles City..... | 272 93 | | | |
| " "..... | | Henrico..... | 1,187 13 | | | |
| " "..... | | Hanover..... | 3,390 88 | | | |
| " "..... | | Louisa..... | 2,593 50 | | | |
| " "..... | | Orange..... | 90 00 | | | |
| " "..... | | Albemarle..... | 3,042 96 | | | |
| " "..... | | Nelson..... | 102 00 | | | |
| " "..... | | Augusta..... | 2,804 51 | | | |
| " "..... | | Rock bridge..... | 1,277 52 | | | |
| " "..... | | Bath..... | 1,223 20 | | | |
| " "..... | | Alleghany..... | 2,156 81 | | | |
| Richmond and Danville..... | 13,224 10 | | | Danville..... | 43 75 | 54,146 46 |
| Piedmont..... | 466 04 | Pittsylvania..... | 453 12 | Richmond..... | 29 26 | 13,297 11 |
| Richmond and Mecklenburg..... | 702 05 | Charlotte..... | 276 25 | Danville..... | 346 78 | 1,266 54 |
| Milton and Sutherland..... | 99 52 | Mecklenburg..... | 699 28 | | | |
| Manassas..... | 1,888 00 | Halifax..... | 433 08 | | | 1,677 59 |
| " "..... | | Warren..... | 1,210 00 | | | 532 60 |
| " "..... | | Prince William..... | 547 75 | Front Royal..... | 80 87 | |
| " "..... | | Shenandoah..... | 48 70 | | | |
| " "..... | | Fauquier..... | 704 73 | | | |
| Franklin and Pittsylvania..... | 390 16 | Pittsylvania..... | 180 06 | Charlottesville..... | 72 00 | 4,540 11 |
| Charlottesville and Rapidan..... | 1,680 00 | Orange..... | 908 40 | Manassas..... | 13 60 | 570 22 |
| Virginia Midland..... | 16,136 84 | Albemarle..... | 2,285 60 | Lynchburg..... | 359 70 | 2,660 40 |
| " "..... | | Campbell..... | 2,460 89 | North Danville..... | 462 26 | |
| " "..... | | Amherst..... | 1,775 00 | Alexandria..... | 4,433 70 | |
| " "..... | | Fairfax..... | 1,689 37 | Culpeper..... | 86 32 | |
| " "..... | | Nelson..... | 1,807 20 | Warrenton..... | 12 49 | |
| " "..... | | Pittsylvania..... | 3,463 20 | Charlottesville..... | 183 00 | |
| " "..... | | Prince William..... | 919 12 | Gordonsville..... | 41 73 | |
| " "..... | | Culpeper..... | 1,609 43 | | | |
| " "..... | | Fauquier..... | 1,062 51 | | | |
| " "..... | | Orange..... | 362 20 | | | |
| Richmond, York River and Chesapeake..... | 2,437 71 | Henrico..... | 862 58 | West Point..... | 7 83 | 39,164 18 |
| " "..... | | New Kent..... | 1,641 54 | Richmond..... | 742 96 | |

TABLE No. 5--CONTINUED.

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REPORT OF THE RAILROAD COMMISSIONER.

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* * Of this amount \$40,385 00 was paid on mortgage.

STATEMENT.

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TABLE No. 6—ACCIDENTS.

| NAMES OF ROADS. | EMPLOYEES. | | PASSENGERS. | | OTHERS. | | Total killed. | Total Injured. | Total killed and Injured. |
|---|------------|----------|-------------|----------|---------|----------|---------------|----------------|---------------------------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | |
| | | | | | | | | | |
| Alexandria and Fredericksburg..... | 3 | 12 | | | 1 | 5 | 3 | 18 | 21 |
| Alexandria and Washington..... | 1 | 13 | | | 2 | 1 | 3 | 16 | 19 |
| Atlantic and Danville—No report. | | | | | | | | | |
| Chesapeake and Ohio..... | | | | | | | | | |
| Cumberland Valley and Martinsburg..... | 16 | 155 | | | 23 | 24 | 29 | 202 | 231 |
| Danville and New River..... | 2 | 1 | | | | | 2 | 1 | 3 |
| Farmville and Powhatan..... | 2 | 3 | | | | | 3 | 3 | 6 |
| Franklin and Pittsylvania..... | | | | | | | | | |
| Holly Neck Lumber and Transportation Company—Lumber Road. | | | | | | | | | |
| Lynchburg and Durham..... | | | | | | | | | |
| Meherin Valley..... | | | | | | | | | |
| Milton and Sutherland..... | | | | | | | | | |
| New York, Philadelphia and Norfolk..... | | 18 | | | | 1 | | 19 | 19 |
| Norfolk and Carolina..... | 2 | 5 | | | | | 2 | 5 | 7 |
| Norfolk Southern..... | | 1 | | | | | | 1 | 1 |
| Norfolk and Western..... | | 345 | | | 41 | 41 | 94 | 434 | 528 |
| Norfolk and Ocean View..... | 43 | | | | | | | | |
| Norfolk and Virginia Beach..... | | | | | | | | | |
| Oxford and Clarkeville..... | | 7 | | | 2 | | 2 | 7 | 9 |
| Petersburg..... | | 2 | | | 3 | 1 | 3 | 3 | 6 |
| Petersburg and Aylum..... | | | | | | | | | |
| Piedmont..... | | 1 | | | | | | 1 | 1 |
| Potomac..... | | | | | | | | | |
| Potomac, Fredericksburg and Piedmont. | | | | | | | | | |
| Richmond and Danville..... | 5 | 137 | | | 1 | 8 | 14 | 156 | 164 |
| Richmond and Mecklenburg..... | 1 | 9 | | | | 1 | | 10 | 11 |
| Richmond and Petersburg..... | 2 | 3 | | | | 4 | 6 | 3 | 9 |

REPORT OF THE RAILROAD COMMISSIONER.

lxxxv

| | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Richmond, Fredericksburg and Potomac..... | 4 | 3 | ..... | ..... | ..... | 2 | ..... | 6 | 3 | 9 |
| Rich., Fred. and Potomac, and Richmond and Petersburg (on. Co.)..... | ..... | 30 | ..... | 1 | ..... | 2 | 2 | 2 | 23 | 25 |
| Richmond, York River and Chesapeake..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Richmond and Seven Pines..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Seaboard and Roanoke..... | ..... | 30 | ..... | 1 | ..... | 5 | 1 | 8 | 41 | 49 |
| Shenandoah Valley..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Suffolk and Carolina..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Suffolk Lumber Company..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sulphur Mines..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| South Atlantic and Ohio..... | ..... | 1 | 2 | 1 | ..... | ..... | ..... | 2 | 2 | 4 |
| Strasburg and Harrisonburg..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Surry, Sussex and Southampton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Valley..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | 2 | 2 | 4 |
| Virginia Midland..... | 9 | 92 | 4 | 6 | ..... | 3 | 12 | 16 | 110 | 126 |
| Washington Southern..... | 1 | 3 | ..... | ..... | ..... | 2 | 1 | 3 | 4 | 7 |
| Washington, Ohio and Western..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 3 |
| Winchester and Potomac..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Winchester and Strasburg..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | 96 | 873 | 19 | 85 | 86 | 104 | 201 | 1,061 | 1,262 | |

CONTINGENT EXPENSES OF OFFICE.

*Statement of payments on Contingent Expenses of Railroad Commissioner,
from October 1st, 1889, to October 1st, 1890.*

| 1889. | | |
|-------|--|-------|
| Oct. | 3. Miss L. V. Walter, type-writing..... | 9 00 |
| | 3. Thomas Banks, janitor..... | 4 50 |
| | 4. J. C. Hill, traveling expenses..... | 5 50 |
| | 4. J. C. Hill, incidental expenses..... | 11 25 |
| | 12. Miss L. V. Walter, type-writing..... | 9 00 |
| | 14. H. L. Staples & Co., office rent..... | 60 00 |
| | 15. J. B. Culpeper, copying and supplies for office..... | 5 35 |
| | 21. J. E. Goode, printing..... | 1 25 |
| | 22. J. C. Hill, sundries..... | 20 00 |
| | 23. J. U. Sumpter, expense in examining R. & A. R. R., &c..... | 13 00 |
| | 26. Miss L. V. Walter, type writing..... | 4 50 |
| Nov. | 1. J. C. Hill, incidentals..... | 10 00 |
| | 9. Thomas Banks, janitor..... | 4 50 |
| | 9. Miss Walter, type-writing..... | 9 00 |
| | 14. J. C. Hill, telegrams and postage..... | 5 00 |
| | 14. J. C. Hill, traveling expenses..... | 10 00 |
| | 15. West, Johnston & Co., supplies..... | 19 25 |
| | 15. Miss Walter, type-writing..... | 4 50 |
| | 22. Miss Walter, type-writing..... | 9 35 |
| | 27. J. C. Hill, expenses of office..... | 5 00 |
| | 29. J. C. Hill, traveling expenses..... | 20 00 |
| | 30. Thomas Banks, janitor..... | 4 50 |
| Dec'r | 30. Miss Walter, type-writing..... | 4 50 |
| | 7. J. U. Sumpter, expenses of office..... | 6 00 |
| | 7. Miss Walter, type-writing..... | 4 50 |
| | 10. J. W. Anderson & Co., repairing stove..... | 2 00 |
| | 12. West, Johnston & Co., stationery..... | 14 30 |
| | 13. Miss Walter, type-writing..... | 4 50 |
| | 20. Miss Walter, type-writing..... | 4 50 |
| | 20. J. U. Sumpter, expenses of office..... | 5 35 |
| | 23. J. U. Sumpter, pay of janitor, &c..... | 10 00 |
| | 28. Miss Walter, type-writing..... | 4 50 |

1890.

| | | |
|-------|--|-------|
| Jan. | 2. J. C. Hill, expenses of office..... | 5 00 |
| | 4. Miss Walter, type-writing..... | 4 50 |
| | 4. H. L. Staples & Co., office rent..... | 60 00 |
| | 10. Miss Walter, type-writing..... | 4 50 |
| | 13. J. C. Hill, expenses to Big Stone Gap and return..... | 25 00 |
| | 14. G. W. Anderson & Sons, rug and carpet... .. | 23 77 |
| | 15. Maj. F. P. Leavenworth, examining A. & D. R. R. three times..... | 50 00 |
| | 17. B. F. Cosby, partition in shelves..... | 4 50 |
| | 17. Miss Walter, type-writing..... | 4 50 |
| | 18. J. D. Craig, services to Commissioner..... | 30 00 |
| | 18. West, Johnston & Co., stationery..... | 13 75 |
| | 22. J. C. Hill, expense inspecting A. & D. R. R..... | 15 00 |
| | 24. Miss Walter, type-writing..... | 4 50 |
| | 31. Miss Walter, type-writing..... | 4 50 |
| Feb. | 31. Thomas Banks, janitor..... | 4 50 |
| | 1. J. C. Hill, examining N. Y., P. and N. R. R..... | 6 00 |
| | 7. Miss Walter, type-writing..... | 4 50 |
| | 10. Levy & Davis, half dozen towels..... | 1 50 |
| | 11. Miss Walter, type-writing..... | 10 00 |
| | 12. J. C. Hill, traveling expenses. | 15 00 |
| | 15. Miss Walter, type-writing..... | 4 50 |
| | 19. J. U. Sumpter, postage, &c..... | 5 30 |
| | 20. J. U. Sumpter, office expenses..... | 5 60 |
| | 21. Miss Walter, type-writing..... | 4 50 |
| | 27. J. U. Sumpter, sundry expenses..... | 5 25 |
| Mar. | 28. Thomas Banks, janitor..... | 4 50 |
| | 28. Miss Walter, type-writing..... | 4 50 |
| | 1. J. C. Hill, telegrams and traveling expenses..... | 10 00 |
| | 3. J. U. Sumpter, subscription to papers, &c..... | 9 00 |
| | 7. Miss Walter, type-writing..... | 4 50 |
| | 7. J. U. Sumpter, expressage and postage on annual reports..... | 15 00 |
| | 14. Miss Walter, type-writing..... | 4 50 |
| | 14. J. U. Sumpter, expressage and postage..... | 8 00 |
| | 19. J. C. Hill, postage, &c..... | 12 25 |
| | 21. Miss Walter, type-writing..... | 4 50 |
| | 27. U. S. Express Co., expressage on reports..... | 16 28 |
| April | 28. Miss Walter, type-writing..... | 4 50 |
| | 2. Thomas Banks, janitor | 4 50 |
| | 2. J. C. Hill, postage and stamps..... | 5 25 |
| | 2. Miss Walter, type-writing..... | 4 50 |
| | 7. J. C. Hill, traveling expenses..... | 10 00 |
| | 8. J. U. Sumpter, expenses of office..... | 7 75 |
| | 10. H. L. Staples & Co., office rent..... | 60 00 |
| | 11. Miss Walter, type-writing..... | 4 50 |
| | 14. West, Johnston & Co., stationery..... | 22 60 |
| | 15. J. B. Culpeper, type-writer materials..... | 2 45 |
| | 18. J. C. Hill, subscription to Railroad Gazette..... | 12 00 |
| | 18. Miss Walter, type-writing..... | 4 50 |

1890.

| | | | |
|--------|-----|---|-------|
| April. | 28. | W. A. Davis, fixing shelves..... | 7 00 |
| | 30. | Thomas Banks, janitor..... | 4 50 |
| | 30. | Miss Walter, type-writing..... | 4 50 |
| May | 3. | Miss Walter, type-writing..... | 4 50 |
| | 9. | Miss Walter, type-writing..... | 4 50 |
| | 16. | Miss Walter, type-writing..... | 4 50 |
| | 17. | J. U. Sumpter, postage..... | 11 00 |
| | 23. | Miss Walter, type-writing..... | 4 50 |
| | 24. | Subscription to Dispatch and Times..... | 8 08 |
| | 28. | J. C. Hill, sundry office expenses..... | 15 00 |

APPENDIX.

REPORTS OF RAILROAD COMPANIES.

RICHMOND AND PETERSBURG RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—The Richmond and Petersburg railroad company.

Date of organization—1836.

Chartered by act of General Assembly of the state of Virginia passed March 14th, 1836.

Amendatory acts passed as follows: January 17, 1837; April 3, 1838; March 30, 1838; March 21, 1839; March 25, 1843; February 28, 1846; March 4, 1846; March 20, 1847; April 4, 1848; March 9, 1850; March 24, 1853; February 18, 1854; December 12, 1865; March 5, 1870; March 28, 1871; March 3, 1866; January 16, 1866.

Date and authority for each consolidation—Not a consolidated company.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|-----------------------|-----------------------------|
| W. T. Walters..... | Baltimore, Md..... | Annual meeting in November. |
| H. Walters..... | Wilmington, N. C..... | |
| H. K. Ellyson..... | Richmond, Va..... | |
| D. W. Lassiter..... | Petersburg, Va..... | |
| John B. Palmer..... | Richmond, Va..... | |

Total number of stockholders at date of last election—96.

Date of last meeting of stockholders for election of directors—November 18th, 1889.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------------|-----------------------|---------------------|
| Chairman of Board..... | Fred. R. Scott..... | Richmond, Va. |
| President | Fred. R. Scott..... | Richmond, Va. |
| Vice-President | H. Walters..... | Wilmington, N. C. |
| Secretary and Treasurer..... | M. W. Yarrington..... | Richmond, Va. |
| Attorney, or General Counsel..... | B. H. Nash..... | Richmond, Va. |
| Auditor (General)..... | W. A. Riach..... | Wilmington, N. C. |
| Assistant Auditor..... | W. R. Jones..... | Richmond, Va. |
| General Manager..... | H. Walters..... | Wilmington, N. C. |
| Assistant General Manager..... | J. R. Kenly..... | Wilmington, N. C. |
| General Superintendent..... | E. T. D. Myers..... | Richmond, Va. |
| Division Superintendent..... | R. M. Sully..... | Richmond, Va. |
| General Freight Agent..... | T. M. Emerson..... | Wilmington, N. C. |
| General Passenger Agent..... | | |
| General Ticket Agent..... | | |
| General Baggage Agent..... | H. M. Emerson..... | Wilmington, N. C. |
| Asst. General Freight Agent..... | | |
| Asst. General Passenger Agent..... | | |
| Asst. General Ticket Agent..... | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of Line. |
|-------------------------------------|-------------------|---------------------|----------------|
| | From— | To— | |
| Richmond & Petersburg R. R. Co..... | Richmond, Va..... | Petersburg, Va..... | 23 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|-----------------------------------|---------------------------------|-------------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 10,000 | \$100 00 | \$1,000,000 00 | \$1,000,000 00 | 7 per cent. | \$70,000 00 |
| Total. | | | | | | \$70,000 00 |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common..... | | | 10,000 | \$734,912 94 | | |
| Total..... | | | 10,000 | \$734,912 94 | | |

REPORT OF THE RAILROAD COMMISSIONER.

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | INTEREST. | | | |
|------------------------------|----------------|-----------|------------------|----------------|---------------------|-------------------------------------|--------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount matured during year. |
| First mortgage..... | 1875 | 1915 | \$500,000 00 | \$350,000 00 | \$276,465 24 | 6 per cent. | May & Nov'r. | May & Nov'r. | \$24,500 00 | |
| First mortgage..... | 1875 | 1915 | 50,000 00 | 50,000 00 | 46,130 76 | 7 per cent. | | | | |
| Grand Total..... | | | \$500,000 00 | \$400,000 00 | \$322,596 00 | | | | \$24,500 00 | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | INTEREST. | | |
|---------------------|----------------|---------------------|-----------------------------|
| | Amount issued. | Amount outstanding. | Amount accrued during year. |
| Mortgage bonds..... | \$400,000 00 | \$400,000 00 | \$24,500 00 |
| Total..... | \$400,000 00 | \$400,000 00 | \$24,500 00 |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE
FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|--------------|
| Cash..... | \$ 19,681 63 |
| Due from agents..... | 31,458 09 |
| Net traffic balances due from other companies..... | 54,804 41 |
| Due from solvent companies and in- dividuals..... | 12,167 98 |
| *Other cash assets..... | 7,773 57 |
| Balance current liabilities..... | 205,576 17 |
| Total..... | \$331,461 85 |

CURRENT LIABILITIES ACCRUED TO AND
INCLUDING JUNE 30, 1890.

| | |
|--|--------------|
| Loans and bills payable..... | \$ 71,571 76 |
| Audited vouchers and accounts..... | 24,808 66 |
| Net traffic balances due to other companies..... | 192,022 02 |
| Dividends not called for..... | 35,903 50 |
| Matured interest coupons unpaid (including coupons due July 1)..... | 150 00 |
| Miscellaneous..... | 7,005 92 |
| Total..... | \$331,461 85 |

* Materials and supplies on hand, \$7,773 57.

RECAPITULATION.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|-------------|
| | | To Railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$1,000,000 00 | \$1,000,000 00 | ..... | 23 | \$43,478 26 |
| Bonds..... | 400,000 00 | 400,000 00 | ..... | 23 | 17,391 31 |
| Total..... | \$1,400,000 00 | \$1,400,000 00 | ..... | 23 | \$60,869 57 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | |
|---|---------------------------------|---|---------------------------------------|------------------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | Total cost to June 30, 1890. |
| | | Charged to income account as permanent improvement. | Charged to construction or equipment. | |
| Construction: | | | | |
| Right of way..... | | | | |
| Other real estate..... | | | | |
| Fences..... | | | | |
| Grading and bridge and culvert masonry..... | | | | |
| Bridges and trestles..... | | | | |
| Rails..... | | | | |
| Ties..... | | | | |
| Other superstructure..... | | | | |
| Buildings, furniture and fixtures..... | | | | |
| Shop machinery and tools..... | | | \$208,055 66 | \$1,392,276 52 |
| Engineering expenses..... | | | | 1,600,332 8 |
| Interest during construction..... | | | | |
| Discount on securities sold for construction..... | | | | |
| Telegraph line..... | | | | |
| Wharfing, etc..... | | | | |
| Sidings and yard extensions..... | | | | |
| Terminal facilities and elevators..... | | | | |
| Road built by contract..... | | | | |
| Purchase of constructed road..... | | | | |
| Other items..... | | | | |
| Total construction..... | | | 208,055 66 | 1,392,276 52 |
| Equipment: | | | | |
| Locomotives..... | | | | |
| Passenger cars..... | | | | |
| Sleeping, parlor and dining cars..... | | | | |
| Baggage, express and postal cars..... | \$16,056 69 | | | 54,875 00 |
| Combination cars..... | | | | 70,931 1 |
| Freight cars..... | | | | |
| Other cars of all classes..... | | | | |
| Floating equipment..... | | | | |
| Total equipment..... | \$16,056 69 | | | 54,875 00 |
| Grand total cost const'n and equip..... | \$16,056 69 | | \$208,055 66 | \$1,447,151 52 |
| | | | | \$1,671,263 1 |

INCOME ACCOUNT.

| | | |
|---|--------------|--------------|
| Gross earnings from operation..... | \$342,471 06 | |
| Less operating expenses..... | 224,481 94 | |
| Income from operation..... | | \$117,989 12 |
| Income from other sources..... | | 19,026 67 |
| Total income..... | | 137,015 79 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 24,506 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 3,738 06 | |
| Permanent improvements..... | 208,065 66 | |
| Total deductions from income..... | | 236,293 72 |
| Deficit..... | | 99,277 83 |
| Dividends, 7 per cent. Common stock..... | 70,000 00 | |
| Total..... | | 70,000 00 |
| Deficit from operations of year ending June 30, 1890..... | | 160,277 83 |
| Deficit on June 30, 1889..... | | 36,298 24 |
| Deficit on June 30, 1890..... | | 205,576 17 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of re-payments, etc. | Actual earnings. |
|--|-----------------|--|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$117,764 60 | | |
| Less repayments—Tickets redeemed..... | | \$ 202 72 | |
| Excess fares refunded..... | | | |
| Total deductions..... | | 202 72 | |
| Total passenger revenue..... | | | \$117,561 88 |
| Mail..... | | | 13,809 74 |
| Express..... | | | 7,809 38 |
| Extra baggage and storage..... | | | 1,000 66 |
| Total passenger earnings..... | | | 140,241 66 |
| Freight: | | | |
| Freight revenue..... | 186,285 71 | | |
| Less repayments—Overcharge to shippers..... | | 2,459 90 | |
| Other repayments..... | | | |
| Total deductions..... | | 2,459 90 | |
| Total freight revenue..... | | | 183,825 81 |
| Total passenger and freight earnings..... | | | 324,067 47 |
| Other earnings from operation: | | | |
| Telegraph companies..... | 221 18 | | |
| Rents from tracks, yards, and terminals..... | 12,700 73 | | |
| Other sources..... | 5,481 68 | | |
| Total other earnings..... | | | 18,403 59 |
| Total gross earnings from operation..... | | | \$342,471 06 |

RENTALS RECEIVED.

| | |
|--|-------------|
| Richmond, A. C. L., composed of several roads..... | \$12,700 73 |
|--|-------------|

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|--------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$10,078 61 | \$7,149 79 | \$17,228 40 |
| Renewals of rails..... | 2,861 14 | 2,029 64 | 4,890 78 |
| Renewals of ties..... | 5,114 65 | 3,628 35 | 8,743 00 |
| Repairs of bridges and culverts..... | 1,251 47 | 887 80 | 2,139 27 |
| Repairs of fences, road-crossings, signs and cattle guards..... | 437 83 | 310 60 | 748 43 |
| Repairs of buildings..... | 1,947 68 | 1,168 86 | 2,816 54 |
| Total | 21,391 38 | 15,175 04 | 36,566 42 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 15,629 27 | 11,087 43 | 26,716 70 |
| Repairs and renewals of passenger cars..... | 6,903 36 | | 6,903 36 |
| Repairs and renewals of freight cars..... | | 10,217 01 | 10,217 01 |
| Shop machinery, tools, etc..... | 145 40 | 103 15 | 248 55 |
| Total | 22,678 03 | 21,407 59 | 44,085 62 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen, | 6,223 00 | 9,836 67 | 16,059 67 |
| Fuel for locomotives..... | 10,385 50 | 7,367 48 | 17,752 98 |
| Water supply for locomotives..... | 538 66 | 382 13 | 920 79 |
| All other supplies for locomotives..... | 1,197 85 | 849 75 | 2,047 60 |
| Wages of other trainmen..... | 5,351 85 | 6,055 01 | 11,406 86 |
| All other train supplies..... | 1,800 65 | 1,277 39 | 3,078 04 |
| Wages of switchmen, flagmen and watchmen..... | 6,442 21 | 4,570 12 | 11,012 33 |
| Expense of telegraph, including train dispatchers and operators..... | 1,814 66 | 1,287 32 | 3,101 98 |
| Wages of station agents, clerks and laborers..... | 19,346 32 | 13,724 31 | 33,070 63 |
| Station supplies..... | 2,250 36 | 1,596 41 | 3,846 77 |
| Switching charges—balance..... | | 57 00 | 57 00 |
| Car mileage—balance..... | 6,459 73 | 4,582 54 | 11,042 27 |
| Loss and damage..... | 1,060 95 | 1,926 54 | 2,987 49 |
| Injuries to persons..... | 4,987 22 | 353 08 | 5,340 30 |
| Other expenses..... | 121 88 | 86 47 | 208 35 |
| Total | 67,980 84 | 53,952 82 | 121,933 66 |
| General expenses: | | | |
| Salaries of officers..... | 3,644 11 | 2,585 14 | 6,229 25 |
| Salaries of clerks..... | 1,094 08 | 776 15 | 1,870 23 |
| General office expenses and supplies..... | 341 66 | 242 37 | 584 03 |
| Agencies, including salaries and rent..... | 473 01 | 87 50 | 560 51 |
| Advertising..... | 345 44 | 24 55 | 369 99 |
| Commissions..... | 44 28 | 616 10 | 660 38 |
| Insurance..... | 567 38 | 402 50 | 969 88 |
| Expense of traffic associations..... | 1,289 39 | 1,020 40 | 2,309 79 |
| Rents for tracks, yards and terminals..... | 328 70 | 128 91 | 457 61 |
| Legal expenses..... | 1,304 31 | 989 12 | 2,293 43 |
| Stationery and printing..... | 2,920 31 | 2,071 67 | 4,991 98 |
| Other general expenses..... | 179 86 | 129 30 | 309 16 |
| Total | 12,822 53 | 9,073 71 | 21,896 24 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 21,391 38 | 15,175 04 | 36,566 42 |
| Maintenance of equipment..... | 22,678 03 | 21,407 59 | 44,085 62 |
| Conducting transportation..... | 67,980 84 | 53,952 82 | 121,933 66 |
| General expenses..... | 12,822 53 | 9,073 71 | 21,896 24 |
| Grand total..... | \$124,872 78 | 99,609 16 | \$224,481 94 |
| Percentage of expenses to earnings—entire line.... | 89. | 54.2 | 65.5 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|--------------------------------|----------------------|------------------|--------------------------------------|--|------------------------|----------------------------|
| | From— | To— | Miles. | | | |
| First mortgage registered..... | Richmond..... | Petersburg | 22 446-100 | Rail road property, revenues and franchises. | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. |
|---|---------|----------------------------|
| General officers..... | 9 | \$6,220 25 |
| General office clerks..... | 12 | 1,870 23 |
| Station agents..... | 8 | 5,571 00 |
| Other station men..... | 23 | 12,660 00 |
| Enginemen..... | 11 | 12,722 67 |
| Firemen..... | 11 | 3,337 00 |
| Conductors..... | 6 | 5,015 36 |
| Other trainmen..... | 18 | 6,391 50 |
| Machinists..... | 3 | 2,173 48 |
| Carpenters..... | 6 | 3,980 16 |
| Other shopmen..... | 5 | 1,825 56 |
| Section foremen..... | 4 | 2,160 00 |
| Other trackmen..... | 6 | 3,152 40 |
| Switchmen, flagmen, and watchmen..... | 30 | 11,012 33 |
| Telegraph operators and dispatchers..... | 7 | 3,101 98 |
| All other employees and laborers..... | 86 | 30,092 92 |
| Total (including "general officers")..... | 245 | 111,295 84 |
| Less "general officers"..... | 9 | 6,220 25 |
| Total (excluding "general officers")..... | 236 | 105,066 59 |
| Distribution of above: | | |
| General administration..... | 21 | 8,099 48 |
| Maintenance of way and structures..... | 46 | 17,907 56 |
| Maintenance of equipment..... | 26 | 12,180 68 |
| Conducting transportation..... | 152 | 73,108 12 |
| Total (including "general officers")..... | 245 | 111,295 84 |
| Less "general officers")..... | 9 | 6,220 25 |
| Total (excluding "general officers")..... | 236 | 105,066 59 |
| Total (including "general officers")—entire line..... | 245 | \$111,295 84 |

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| ITEM. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 208,286 | |
| Number of passengers carried one mile..... | 4,460,574 | |
| Average distance carried..... | 21.4 | |
| Total passenger revenue..... | | \$117,561 88 |
| Average amount received from each passenger..... | | 56.442 |
| Average receipts per passenger per mile..... | | 02.636 |
| Estimated cost of carrying each passenger one mile..... | | 02.799 |
| Passenger earnings per mile of road..... | | 6,097 46 |
| Passenger earnings per train mile..... | | 1 34.080 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 469,869 | |
| Number of tons carried one mile..... | 10,195,934 | |
| Average distance haul of one ton..... | 21.7 | |
| Total freight revenue..... | | 183,825 81 |
| Average amount received for each ton of freight..... | | 39.123 |
| Average receipts per ton per mile..... | | 01.803 |
| Estimated cost of carrying one ton one mile..... | | 00.977 |
| Freight earnings per mile of road..... | | 7,992 42 |
| Freight earnings per train mile..... | | 2 49.140 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 301,387 69 |
| Passenger and freight revenue per mile of road..... | | 13,103 81 |
| Passenger and freight earnings..... | | 324,067 47 |
| Passenger and freight earnings per mile of road..... | | 14,089 89 |
| Gross earnings from operation..... | | 342,471 06 |
| Gross earnings from operation per mile of road..... | | 14,890 04 |
| Expenses..... | | 224,481 94 |
| Expenses per mile of road..... | | 9,760 08 |
| Train mileage: | | |
| Miles run by passenger trains..... | 104,129 | |
| Miles run by freight trains..... | 73,784 | |
| Total mileage trains earning revenue..... | 177,913 | |
| Miles run by switching trains..... | 80,978 | |
| Miles run by construction and other trains..... | 3,505 | |
| Grand total train mileage..... | 262,396 | |
| Mileage of loaded freight cars—north or east..... | 500,981 | |
| Mileage of loaded freight cars—south or west..... | 490,055 | |
| Mileage of empty freight cars—north or east..... | 186,035 | |
| Mileage of empty freight cars—south or west..... | 216,994 | |
| Average number of freight cars in train..... | 19 | |
| Average number of loaded cars in train..... | 14 | |
| Average number of empty cars in train..... | 5 | |
| Average number of tons of freight in train..... | 144 | |
| Average number of tons of freight in each loaded car..... | 10 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | 3,896 | 25,862 | 29,758 | 6.3 |
| Flour..... | 9,623 | 3,726 | 13,349 | 3 |
| Hay..... | 4,182 | 1,927 | 6,109 | 1.3 |
| Tobacco..... | 17,878 | 928 | 18,806 | 4 |
| Cotton..... | | 846 | 846 | .2 |
| Fruit and vegetables..... | | 67,856 | 67,856 | 14.4 |
| Products of animals: | | | | |
| Live stock..... | 320 | 1,846 | 2,166 | .5 |
| Dressed meats..... | 5,846 | 17,832 | 23,678 | 5 |
| Products of mines: | | | | |
| Anthracite coal..... | 217 | 10,628 | 10,845 | 2.3 |
| Bituminous coal..... | | | | |
| Products of forest: | | | | |
| Lumber..... | 42,781 | 75,842 | 118,623 | 25.2 |
| Manufactures: | | | | |
| Cement, brick, and lime..... | 876 | 4,270 | 5,146 | 1.1 |
| Wines, liquors, and beers..... | 353 | 926 | 1,278 | .3 |
| Merchandise..... | 45,672 | 87,382 | 133,054 | 28.3 |
| Miscellaneous—other commodities not mentioned above..... | 22,879 | 15,476 | 38,355 | 8.1 |
| Total tonnage entire line..... | 154,523 | 315,346 | 469,869 | 100 |

MILEAGE OF ROAD OPERATED.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|--------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger | | 3 | 3 | Westing-house. | | |
| Freight | 2 | 4 | 4 | " | | |
| Switching | | 2 | 1 | " | | |
| Total | 2 | 9 | 8 | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars | | 1 | 1 | Westing-house. | | |
| Second-class passenger cars | | 4 | 4 | " | 1 | Janey. |
| Combination passenger cars | | 1 | 1 | " | 4 | " |
| Baggage, express, and postal cars | | 3 | 3 | " | 1 | " |
| Total | | 9 | 9 | | | |
| Cars in freight service: | | | | | | |
| Box cars | | 36 | | Hand-brake, | 36 | Janey. |
| Flat cars | | 15 | | " | 15 | " |
| Stock cars | | 4 | | " | 4 | " |
| Total | | 55 | | | | |
| Cars in company's service: | | | | | | |
| Caboose cars | | 3 | | | 3 | Janey. |
| Other road cars | | 4 | | | 3 | " |
| Total | | 7 | | | | |
| Cars contributed to fast freight line service | | 13 | | | 13 | Janey. |
| Total owned | | 84 | | | | |
| Grand total | | 84 | | | | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | | RAILS. | |
|---|------------------------------------|---------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | New line constructed during year. | Iron. | Steel. |
| Miles of single track | 22,446 | | | | 22,446 |
| Miles of yard track, sidings, and spurs | 7.98 | | 960 ft. | | 7.98 |
| Total mileage operated (all tracks) | 30,426 | | | | 30,426 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|-----------------|---------|--------------------------------------|
| White oak | 15,633 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—Tons. | | WOOD—Cords. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 2,789 | | | 2,789 | 104,129 | 60 |
| Freight..... | | 2,354 | | | 2,354 | 74,279 | 71 |
| Switching..... | | 1,538 | | | 1,539 | 80,113 | 43 |
| Construction..... | | 31 | | | 31 | 3,505 | 20 |
| Total..... | | 6,713 | | | 6,713 | 262,026 | 57.5 |
| Average cost at distributing point..... | | | | | | | \$2 53 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | 1 | 2 | | | | | 1 | 2 |
| Collisions..... | 1 | | | | | | 1 | |
| 1. Other causes..... | | | | | | 1 | | 1 |
| Total..... | 2 | 2 | | | | 1 | 2 | 3 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|---------------------------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| At highway crossings..... | | | | | 1 | | 1 | |
| 2. Other causes..... | | | 3 | | | | 3 | |
| Total..... | | | 3 | | 1 | | 4 | |

EXPLANATION OF ACCIDENTS.

1. Walking on track and struck by train.
2. A. Woman sitting on track; struck by train and killed. B. Man lying on track drunk; struck by train and killed. C. Man trying to board cars; killed.

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|--------------------------------|------------------|--------|------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From— | To— | Miles. | Number of curves | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Richmond | Petersburg | 22.446 | 15 | 5.839 | 16.697 | 1.78 | 31 | 253.7 | 8.227 | 39 | 306.3 | 12.437 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-----------------------------|----------|-----------------|-------|-----------------|-------|-------------------|----------|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone..... | 2 | 10 | ..... | 20 | ..... | 30 | | | |
| Iron..... | 3 | 285 | ..... | 2,391 | ..... | 2,998 | 7 | | |
| Combination..... | 1 | 32 | ..... | 32 | ..... | 32 | | | |
| Total..... | 6 | 448 | ..... | ..... | ..... | 3,060 | 7 | | |
| Trestles..... | 1 |  | ..... | 448 | ..... | 448 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 3 | | | | | | | 15 | 6 |

Gauge of track—four feet, nine inches, 22.446-1000 miles.

TELEGRAPH.

Owned by another company, but located on property of this road.

| NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|--------------------------------------|----------------------------------|
| Western Union Telegraph company..... | Western Union Telegraph company. |

CAR MILEAGE.

Mileage paid for all cars moved over the road belonging to foreign lines.

OATH.

STATE OF VIRGINIA, }
COUNTY OF HENRICO, } ss.

We, the undersigned, general superintendent and assistant auditor of the Richmond & Petersburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS,
General Superintendent.

W. R. JONES,
Assistant Auditor.

Subscribed and sworn to before me this 3d day of October, 1890.

WM. M. BIGELOW,
Notary Public.

PETERSBURG RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Petersburg railroad company.

Date of organization—1830.

Organized under the laws of Virginia and North Carolina.

Original charter granted by act of General Assembly of state of Virginia passed February 10th, 1830, and by General Assembly of state of North Carolina at its session of A. D. 1830.

Amendatory acts passed by Legislature of Virginia as follows: February 18th, 1830; April 8th, 1831; March 22d, 1831; March 20th, 1832; February 27th, 1832; January 3d, 1833; February 24th, 1834; March 16th, 1836; March 17th, 1840; March 25th, 1843; March 28th, 1843.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|-----------------------|-----------------------------|
| W. T. Walters..... | Baltimore, Md..... | November, 1890. |
| B. F. Newcomer..... | Baltimore, Md..... | |
| Henry Walters..... | Wilmington, N. C..... | |
| Fred. R. Scott..... | Richmond, Va..... | |
| D. W. Lassiter..... | Petersburg, Va..... | |

Total number of stockholders at date of last election—76.

Date of last meeting of stockholders for election of directors—November 18th, 1889.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------------------|--------------------------|---------------------|
| Chairman of Board..... | John B. Palmer..... | Richmond, Va. |
| President | John B. Palmer..... | Richmond, Va. |
| Vice-President | H. Walters..... | Wilmington, N. C. |
| Secretary and Treasurer..... | M. W. Yarrington..... | Richmond, Va. |
| Attorney, or General Counsel.. | Alexander Hamilton | Petersburg, Va. |
| Auditor (General)..... | W. A. Rlach..... | Wilmington, N. C. |
| Assistant Auditor..... | W. R. Jones..... | Richmond, Va. |
| General Manager..... | H. Walters..... | Wilmington, N. C. |
| Assistant General Manager..... | J. R. Kenly..... | Wilmington, N. C. |
| General Superintendent..... | E. T. D. Myers..... | Richmond, Va. |
| Division Superintendent..... | R. M. Sully..... | Richmond, Va. |
| Commissioner..... | R. D. Carpenter..... | Richmond, Va. |
| General Freight Agent..... | T. M. Emerson..... | Wilmington, N. C. |
| General Passenger Agent..... | | |
| General Ticket Agent..... | | |
| General Baggage Agent..... | H. M. Emerson..... | Wilmington, N. C. |
| Asst. General Freight Agent.... | | |
| Asst. General Passenger Agent... | | |
| Asst. General Ticket Agent..... | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. |
|------------------------------|-----------------|----------------|------------------------------------|
| | From— | To— | |
| Petersburg R. R..... | Petersburg..... | Garysburg..... | 59 |
| Seaboard & Roanoke R. R..... | Garysburg..... | Weldon..... | 2 |
| Total mileage operated..... | | | 61 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|--------------------------------------|---------------------------------|------------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 10,000 | \$100 00 | \$1,000,000 00 | \$960,800 00 | 3 per cent. | \$9,705 00 |
| Preferred..... | 3,235 | 100 00 | 323,500 00 | 323,500 00 | | |
| Owned by Co.—Common..... | | | | 39,200 00 | | |
| Total..... | 13,235 | | \$1,323,500 00 | \$1,323,500 00 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common..... | | | 10,000 | \$1,000,000 00 | | |
| Preferred..... | | | 3,235 | 323,500 00 | | |
| Total..... | | | 13,235 | \$1,323,500 00 | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | Time. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | INTEREST. | | | |
|--|----------------|-----------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|-----------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount matured during year. |
| Coupons and registered bonds—1st mortgage. | 1879 | 1908 | | \$205,000 00 | \$205,000 00 | | 8 per cent. | Jan. & July.... | \$18,000 00 | |
| Class A..... | 1881 | 1926 | \$1,000,000 00 | 652,000 00 | 652,000 00 | \$531,081 63 | 5 per cent. | Jan. & July.... | 34,650 00 | |
| Class B..... | 1881 | 1926 | 1,000,000 00 | 800,000 00 | 800,000 00 | 646,780 34 | 6 per cent. | Ap'l & Oct.... | 48,000 00 | |
| Grand Total..... | | | \$2,000,000 00 | \$1,038,000 00 | \$1,038,000 00 | \$1,178,761 97 | | | \$100,650 00 | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | INTEREST. | | |
|---------------------|----------------|---------------------|-----------------------------|
| | Amount issued. | Amount outstanding. | Amount accrued during year. |
| Mortgage bonds..... | \$1,698,000 00 | \$1,698,000 00 | \$100,650 00 |
| Total..... | \$1,698,000 00 | \$1,698,000 00 | \$100,650 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|--------------|---|--------------|
| Cash..... | \$ 27,566 83 | Loans and bills payable..... | \$16,456 40 |
| Bills receivable..... | 927 87 | Audited vouchers and accounts..... | 32,239 99 |
| Due from agents..... | 3,053 00 | Net traffic balances due to other companies..... | 45,199 02 |
| Net traffic balances due from other companies..... | 71,800 10 | Dividends not called for..... | 6,946 50 |
| Due from solvent companies and individuals..... | 63,279 02 | Matured interest coupon* unpaid (including coupons due July 1)..... | 29,345 00 |
| *Other cash assets..... | 6,970 19 | Balance cash assets..... | 43,410 10 |
| Total..... | \$173,597 01 | Total..... | \$173,597 01 |

* Materials and supplies on hand, \$6,970 19.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$1,323,500 00 | \$1,323,500 00 | ..... | 59 | \$22,432 20 |
| Bonds..... | 1,698,000 00 | 1,698,000 00 | ..... | 59 | 28,779 66 |
| Total..... | \$3,021,500 00 | \$3,021,500 00 | ..... | 59 | \$51,211 86 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| EXPENDITURES DURING YEAR. | | | | | | |
|--|---------------------------------|---|---------------------------------------|-----------------------------|------------------------------|----------------|
| ITEMS. | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | Total cost to June 30, 1890 | Total cost to June 30, 1890. | Cost per mile. |
| | | Charged to income accounts as permanent improvements. | Charged to construction or equipment. | | | |
| Construction: | | | | | | |
| Bridges and trestles..... | \$23,520 57 | | | | | |
| Total construction | \$23,520 57 | | | | | |
| Equipment: | | | | | | |
| Locomotives | 16,272 20 | | | | | |
| Freight cars..... | 7,800 00 | | | | | |
| Total equipment..... | \$24,072 20 | | | | | |
| Grand total cost construction and equip..... | \$47,592 77 | | | \$3,078,341 90 | \$3,125,934 67 | \$52,981 94 |

INCOME ACCOUNT.

| | | |
|---|--------------|--------------|
| Gross earnings from operation..... | \$504,659 04 | |
| Less operating expenses..... | 324,170 32 | |
| Income from operation..... | | \$180,488 72 |
| Income from other sources..... | | 50,700 00 |
| Total income..... | | 231,188 72 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 100,650 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 3,385 88 | |
| Taxes..... | 10,928 54 | |
| Other deductions—Bonds redeemed..... | 20,000 00 | |
| Total deductions from income..... | | 134,964 42 |
| Net income..... | | 96,224 30 |
| Dividends, 3 per cent. Preferred stock..... | | 9,705 00 |
| Surplus from operations of year ending June 30, 1890..... | | 86,519 30 |
| Deficit on June 30, 1889..... | | 43,109 20 |
| Surplus on June 30, 1889..... | | \$43,410 10 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions, Account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$118,033 02 | | |
| Less repayments—Tickets redeemed..... | | \$ 389 33 | |
| Excess fares refunded..... | | | |
| Total deductions..... | | 389 33 | |
| Total passenger revenue..... | | | \$117,643 69 |
| Mail..... | | | 36,753 53 |
| Express..... | | | 13,085 02 |
| Extra baggage and storage..... | | | 802 95 |
| Total passenger earnings..... | | | 168,235 19 |
| Freight: | | | |
| Freight revenue..... | 333,563 91 | | |
| Less repayments—Overcharge to shippers..... | | 3,958 60 | |
| Other repayments..... | | | |
| Total deductions..... | | 3,958 60 | |
| Total freight revenue..... | | | 329,605 31 |
| Other earnings from operation: | | | |
| Telegraph companies..... | 421 18 | | |
| Other sources..... | 6,397 36 | | |
| Total other earnings..... | | | 6,818 54 |
| Total gross earnings from operation..... | | | \$504,659 04 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|----------------------------------|--------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$11,760 29 | \$15,652 98 | \$27,413 27 |
| Renewals of ties..... | 6,696 70 | 8,913 32 | 15,610 02 |
| Repairs of bridges and culverts..... | 13,825 46 | 18,401 72 | 32,227 18 |
| Repairs of cattle guards..... | 1,269 46 | 1,600 80 | 2,819 26 |
| Repairs of buildings..... | 1,278 19 | 1,701 28 | 2,979 47 |
| Other expenses..... | 97 | 1 28 | 2 25 |
| Total | 34,771 07 | 46,280 38 | 81,051 45 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 13,438 14 | 17,886 20 | 31,324 34 |
| Repairs and renewals of passenger cars..... | 6,041 39 | | 6,041 39 |
| Repairs and renewals of freight cars..... | | 20,318 79 | 20,318 79 |
| Shop machinery, tools, etc..... | 191 26 | 254 56 | 445 82 |
| Total | 19,670 79 | 38,459 55 | 58,130 34 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen..... | 4,991 83 | 17,134 65 | 22,126 48 |
| Fuel for locomotives..... | 15,263 96 | 17,654 36 | 30,918 32 |
| Water supply for locomotives..... | 1,219 66 | 1,023 37 | 2,843 03 |
| All other supplies for locomotives..... | 1,252 45 | 1,667 01 | 2,919 46 |
| Wages of other trainmen..... | 5,482 19 | 10,902 06 | 16,384 25 |
| All other train supplies..... | 2,074 99 | 2,761 82 | 4,836 81 |
| Wages of switchmen, flagmen and watchmen..... | 2,601 55 | 3,402 07 | 6,064 22 |
| Expense of telegraph, including train dispatchers and operators..... | 2,991 33 | 3,981 47 | 6,972 80 |
| Wages of station agents, clerks and laborers..... | 7,069 42 | 9,469 41 | 16,478 83 |
| Station supplies..... | 552 98 | 736 03 | 1,289 01 |
| Car mileage—balance..... | 10,950 52 | 14,575 16 | 25,525 68 |
| Loss and damage..... | 451 97 | 5,368 75 | 5,820 72 |
| Injuries to persons..... | 58 00 | 843 84 | 901 84 |
| Other expenses..... | 343 10 | 456 68 | 799 78 |
| Total..... | 53,303 95 | 90,577 28 | 143,881 23 |
| General expenses: | | | |
| Salaries of officers..... | 4,122 81 | 5,487 23 | 9,610 04 |
| Salaries of clerks..... | 1,362 73 | 1,813 80 | 3,176 53 |
| General office expenses and supplies..... | 368 67 | 490 71 | 859 38 |
| Agencies, including salaries and rent..... | 1,023 56 | 206 91 | 1,230 47 |
| Advertising..... | 491 19 | 12 73 | 503 92 |
| Commissions..... | 24 84 | 1,681 93 | 1,706 77 |
| Insurance..... | 449 71 | 598 57 | 1,048 28 |
| Expense of traffic associations..... | 2,599 56 | 1,574 33 | 4,173 89 |
| Rents for tracks, yards and terminals..... | 3,039 30 | 10,598 58 | 13,637 88 |
| Legal expenses..... | 496 03 | 660 23 | 1,156 26 |
| Stationery and printing..... | 1,544 44 | 2,955 66 | 3,000 10 |
| Other general expenses..... | 173 22 | 230 66 | 403 78 |
| Total | 15,696 06 | 25,411 24 | 41,107 30 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 34,771 07 | 46,280 38 | 81,051 45 |
| Maintenance of equipment..... | 19,670 79 | 38,459 55 | 58,130 34 |
| Conducting transportation..... | 53,303 95 | 90,577 28 | 143,881 23 |
| General expenses..... | 15,696 06 | 25,411 24 | 41,107 30 |
| Grand total..... | \$121,441 87 | \$200,728 45 | \$324,170 32 |
| Percentage of expenses to earnings—entire line..... | 73.4 | 60.9 | 64.2 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|----------------|----------------|----------------|----------------------------|-------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$1,076,041 90 | | \$1,076,341 90 | | | \$700 00 |
| 30,200 00 | | 30,200 00 | | | |
| 30,111 40 | | 30,711 40 | | | |
| 180,161 02 | | 166,626 82 | | | 22,534 20 |
| 6,634 38 | | 6,970 19 | | 335 81 | |
| | \$3,344,718 70 | | \$3,321,850 31 | | \$22,868 39 |
| Grand total. | | Grand total. | | | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|----------------|----------------|----------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| 1,323,500 00 | | \$1,323,500 00 | | | |
| 1,698,000 00 | | 1,698,000 00 | | | |
| 238,901 60 | | 130,186 91 | | \$ 30,000 00 | \$108,717 69 |
| 114,344 10 | | 170,163 40 | | 55,819 30 | |
| | \$3,344,748 70 | | \$3,321,850 31 | | \$22,868 39 |
| Grand total. | | Grand total. | | | |

CONTRACTS, AGREEMENTS, ETC.

Southern Express company for transportation of express matter. United States for carrying mails. Pullman's Palace Car company for use of sleeping cars, &c.
Seaboard & Roanoke R. R. Co. for use of bridge and track from Garysburg to Weldon, N. C. Western Union Telegraph company for use of right of way.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|--|----------------------|----------------|--------|--------------------------------------|---|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| First mortgage—Registered..... Class A..... Class B..... | Petersburg..... | Garysburg..... | 59 | \$23,779 66 | Railroad properties, revenues and franchises. | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 9 | \$9,610 04 | |
| General office clerks..... | 12 | 3,176 53 | |
| Station agents..... | 9 | 5,202 00 | \$1 85 |
| Other station men..... | 9 | 3,420 00 | 1 21 |
| Enginemen..... | 14 | 17,744 48 | 4 05 |
| Firemen..... | 14 | 4,382 00 | 1 00 |
| Conductors..... | 9 | 7,864 44 | 2 79 |
| Other trainmen..... | 27 | 8,519 81 | 89 |
| Machinists..... | 7 | 5,087 64 | 2 73 |
| Carpenters..... | 15 | 7,621 56 | 1 62 |
| Other shopmen..... | 14 | 5,746 92 | 1 31 |
| Section foremen..... | 8 | 3,840 00 | 1 53 |
| Other trackmen..... | 8 | 3,973 20 | 1 59 |
| Switchmen, flagmen, and watchmen..... | 23 | 6,064 22 | 84 |
| Telegraph operators and dispatchers..... | 12 | 6,972 80 | 1 86 |
| All other employees and laborers..... | 118 | 25,303 18 | 69 |
| Total (including "general officers")..... | 308 | 125,428 82 | |
| Less "general officers"..... | 9 | 9,610 04 | |
| Total (excluding "general officers")..... | 299 | 115,818 78 | |
| Distribution of above: | | | |
| General administration..... | 21 | 12,786 57 | |
| Maintenance of way and structures..... | 119 | 30,847 13 | |
| Maintenance of equipment..... | 51 | 21,625 37 | |
| Conducting transportation..... | 117 | 60,169 75 | |
| Total (including "general officers")..... | 308 | 125,428 82 | |
| Less "general officers"..... | 9 | 9,610 04 | |
| Total (excluding "general officers")..... | 299 | 115,818 78 | |
| Total (incl'g "general officers")—entire line.. | 308 | \$125,428 82 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE ENTIRE LINE.

| ITEM. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 83,894 | |
| Number of passengers carried one mile..... | 4,359,445 | |
| Average distance carried..... | 52 | |
| Total passenger revenue..... | | \$117,643 69 |
| Average amount received from each passenger..... | | 1 40.229 |
| Average receipts per passenger per mile..... | | 02.698 |
| Estimated cost of carrying each passenger one mile..... | | 02.831 |
| Passenger earnings per mile of road..... | | 2,757 95 |
| Passenger earnings per train mile..... | | 1 43.255 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 416,775 | |
| Number of tons carried one mile..... | 23,343,018 | |
| Average distance haul of one ton..... | 56 | |
| Total freight revenue..... | | 329,605 31 |
| Average amount received for each ton of freight..... | | 79.084 |
| Average receipts per ton per mile..... | | 01.412 |
| Estimated cost of carrying one ton one mile..... | | .860 |
| Freight earnings per mile of road..... | | 3,493 36 |
| Freight earnings per train mile..... | | 2 10.775 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 447,249 00 |
| Passenger and freight revenue per mile of road..... | | 7,331 95 |
| Passenger and freight earnings..... | | 497,840 50 |
| Passenger and freight earnings per mile of road..... | | 8,161 32 |
| Gross earnings from operation..... | | 504,659 04 |
| Gross earnings from operation per mile of road..... | | 8,273 10 |
| Expenses..... | | 324,170 32 |
| Expenses per mile of road..... | | 5,314 27 |
| Train mileage: | | |
| Miles run by passenger trains..... | 117,438 | |
| Miles run by freight trains..... | 156,378 | |
| Total mileage trains earning revenue..... | 273,816 | |
| Miles run by switching trains..... | 50,557 | |
| Miles run by construction and other trains..... | 17,436 | |
| Grand total train mileage..... | | |
| Mileage of loaded freight cars—north or east..... | 341,809 | |
| Mileage of loaded freight cars—south or west..... | 1,134,657 | |
| Mileage of empty freight cars—north or east..... | 1,165,205 | |
| Mileage of empty freight cars—south or west..... | 458,239 | |
| Average number of freight cars in train..... | 486,362 | |
| Average number of loaded cars in train..... | 23 | |
| Average number of empty cars in train..... | 16 | |
| Average number of tons of freight in train..... | 7 | |
| Average number of tons of freight in each loaded car..... | 162 | |
| | 10 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 432 | 19,726 | 20,158 | 4.9 |
| Flour..... | 140 | 10,736 | 10,876 | 2.5 |
| Hay..... | 175 | 3,728 | 3,903 | 1 |
| Tobacco..... | 1,943 | 10,732 | 12,675 | 3 |
| Cotton..... | 63 | 1,327 | 1,390 | .3 |
| Fruit and vegetables..... | | 67,820 | 67,820 | 16.3 |
| Products of animals: | | | | |
| Live stock..... | 10 | 1,783 | 1,793 | .4 |
| Dressed meats..... | 73 | 10,237 | 10,310 | 2.4 |
| Products of mines: | | | | |
| Anthracite coal..... | } | 12,836 | 12,836 | 3.1 |
| Bituminous coal..... | | | | |
| Products of forest: | | | | |
| Lumber..... | 48,724 | 82,938 | 131,662 | 31.6 |
| Manufactures: | | | | |
| Naval stores..... | | 1,270 | 1,270 | 3 |
| Merchandise..... | 49,885 | 68,732 | 118,617 | 28.5 |
| Miscellaneous—other commodities not mentioned above..... | 11,476 | 11,989 | 23,465 | 5.7 |
| Total tonnage entire line..... | 112,921 | 303,854 | 416,775 | 100 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---------------------------|------------------------------|----------------------------|---------------|-------------------------------------|--------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger | 1 | 4 | 4 | Westinghouse. | | |
| Freight | 1 | 9 | 9 | " | | |
| Switching | | 1 | 1 | " | | |
| Total | 2 | 14 | 14 | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars | | 3 | 3 | Westinghouse. | 3 | Janey. |
| Baggage, express, and postal cars | | 3 | 3 | " | 3 | " |
| Total | | | | | | |
| Cars in freight service: | | | | | | |
| Box cars | | 54 | | Hand-brake, | 26 | Janey. |
| Flat cars | 20 | 71 | | " | 11 | " |
| Stock cars | | 4 | | " | | |
| Total | 20 | 129 | | | | |
| Cars in company's service: | | | | | | |
| Gravel cars | | 10 | 10 | Hand-brake, | | |
| Caboose cars | 3 | 7 | 7 | " | 3 | Janey. |
| Other road cars | | 6 | 6 | " | | |
| Total | 3 | 23 | 23 | | | |
| Cars contributed to fast freight line service | | 38 | 38 | Hand-brake, | 32 | Janey |
| Total owned | 23 | 196 | | | | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under trackage rights. | Total mileage operated. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track | 58.99 | | 20.0 | 60.99 | | 58.99 |
| Miles of yard track, sidings, and spurs | 8.40 | | | | 3.40 | 5. |
| Total mileage operated (all tracks) | 67.39 | | 2 | | | |

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---------------------|------------------------------------|---------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Virginia..... | 52. | ..... | 52. | 2. | ..... | 60.99 |
| North Carolina..... | 6.99 | ..... | 6.99 |  | ..... | ..... |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------|---------|--------------------------------------|
| White oak..... | 26,091 | 38 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|-------------------|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 3,146 | ..... | ..... | 3,146 | 117,438 | 60 |
| Freight..... | | 7,143 | ..... | ..... | 7,143 | 156,378 | 91 |
| Switching..... | | 1,316 | ..... | ..... | 1,316 | 48,727 | 60.5 |
| Construction..... | | 155 | ..... | ..... | 155 | 17,436 | 19.5 |
| Total..... | | 11,760 | ..... | ..... | 11,760 | 339,979 | 69.2 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------|------------|----------|--|----------|-----------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EM- PLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | 2 | | | | | | 2 |
| Total..... | | 2 | | | | | | 2 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|---------------------------|-------------|----------|--------------|----------|-----------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASS- ING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| At highway crossings..... | | | | | 1 | | 1 | |
| Other causes | | | 2 | 1 | | | 2 | 1 |
| Total..... | | | 2 | 1 | 1 | | 3 | 1 |

EXPLANATION OF ACCIDENTS.

1. Man found on track; supposed to have been struck by freight train; killed.
2. Man drunk and lying on track; killed.
3. Man stealing ride and fell or was shaken from cars; slightly injured.

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|------------------|--------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Petersburg, Va. | Garysburg, N. C. | 59.989 | 42 | 17.275 | 41.714 | 5.147 | 78 | 489.55 | 24.981 | 63 | 352.88 | 28.861 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------|---------|-----------------|-------|-----------------|-------|-------------------|-------|---|--|
| | | Feet. | In. | Feet. | In. | Feet. | In. | | |
| Bridges : | | | | | | | | | |
| Iron | 7 | 30 | ..... | 315 | 6 | 769 | 6 | | |
| Wooden..... | 1 | 80 | ..... | 80 | ..... | 80 | ..... |  |  |
| Total..... | 8 | | | | | 849 | 6 | | |
| Trestles..... | 4 | 65 | ..... | 130 | ..... | 539 | | | |
| Overhead highway crossings : | | | | | | | | | |
| Bridges | 1 | | | | | | | 18 | |

Gauge of track—four feet, nine inches.

CAR MILEAGE.

Mileage paid for all cars moved over the road belonging to foreign lines.

OATH.

STATE OF VIRGINIA,
COUNTY OF HENRICO, } ss :

We, the undersigned, general superintendent and assistant auditor of the Petersburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS,
General Superintendent.

W. R. JONES,
Assistant Auditor.

Subscribed and sworn to before me this 3d day of October, 1890.

WM. M. BIGELOW,
Notary Public.

RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—The Richmond, Fredericksburg and Potomac railroad company.

Date of organization—June 20, 1834.

Organized under the laws of the state of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|-----------------------|-----------------------------|
| W. T. Walters..... | Baltimore, Md..... | November, 1890. |
| B. F. Newcomer..... | Baltimore, Md..... | |
| A. Sydney Biddle..... | Philadelphia, Pa..... | |
| M. Robinson, Jr..... | Philadelphia, Pa..... | |
| L. B. Anderson..... | Norfolk, Va..... | |

Total number of stockholders at date of last election—153.

Date of last meeting of stockholders for election of directors—November 20th, 1889.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|--|---------------------|---------------------|
| President | E. T. D. Myers..... | Richmond, Va. |
| Secretary and Treasurer..... | J. B. Winston..... | Richmond, Va. |
| Auditor..... | L. P. Ellis..... | Richmond, Va. |
| Chief Engineer and General Superintendent..... | E. T. D. Myers..... | Richmond, Va. |
| Superintendent..... | T. L. Courtney..... | Richmond, Va. |
| Traffic Manager..... | C. A. Taylor..... | Richmond, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|---|-----------------------|---------------------|----------------|
| | From— | To— | |
| Richmond, Fredericksburg & Potomac..... | Elba, Richmond..... | Quantico, Va..... | 78.75 |
| Potomac..... | Quantico..... | W. S. Junction..... | 1.70 |
| R., F. & P. and R. & P. R. R. Conn. Co..... | Byrd St., Richmond... | Elba, Richmond..... | 1.25 |
| Total mileage operated..... | | | 81.70 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|----------------------------------|---------------------------------|--------------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 11,569 | \$100 00 | \$2,176,100 00 | \$1,156,900 00 | 6½ per ct. | \$75,198 50 |
| Dividend obligations..... | 10,711 | 100 00 | 1,071,100 00 | 1,071,100 00 | 6½ per ct. | 69,621 50 |
| Dividend scrip..... | | | 250 00 | 250 00 | | |
| Capital Stock—Preferred... | 5,004 | 100 00 | 500,400 00 | 500,400 00 | 7 per ct. | 34,931 50 |
| Total..... | 27,284 | | \$3,747,550 00 | \$2,728,650 00 | | \$179,751 50 |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash real'd on amt't is used during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for bonds cancelled. | 200 | | | | | |
| Total..... | 200 | | | | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of issue. | Amount issued. | Amount out- standing. | Cash real- ized on the amount issued. | Rate. | INTEREST. | | |
|---------------------------------|----------------|-----------|---------------------|-------------------|--------------------------|--|--------------|-----------------|---------------------------------------|---------------------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount ac- crued dur- ing year. | Amount mat- ured dur- ing year. |
| | | | | | | | | | | |
| Coupon bonds..... | 1838 | 1901 | \$57,327 60 | \$ 57,327 60 | \$ 48,687 60 | \$ 57,327 60 | 5 per cent. | Jan. & July.. | \$ 2,772 62 | \$ 2,772 62 |
| " | 1858 | 1885 | 888 80 | 888 80 | 888 80 | 888 80 | 6 per cent. | ..... | 4,800 00 | 4,800 00 |
| " | 1871 | 1890 | 150,000 00 | 150,000 00 | 60,000 00 | 150,000 00 | 6 per cent. | ..... | 18,000 00 | 18,000 00 |
| Convertible bonds..... | 1870 | 1901 | 300,000 00 | 300,000 00 | 300,000 00 | 300,000 00 | 5 per cent. | May & Nov.... | 5,467 50 | 5,467 50 |
| " | 1856 | 1901 | 200,000 00 | 137,350 00 | 109,150 00 | 137,350 00 | 5 per cent. | Jan. & July.... | 311 80 | 311 80 |
| " | 1836 | 1885 | 200,000 00 | 8,330 00 | 8,530 00 | 8,530 00 | 6 per cent. | ..... | 1,878 80 | 1,878 80 |
| " | 1856 | 1895 | 200,000 00 | 20,840 00 | 20,840 00 | 20,840 00 | 7 per cent. | ..... | 1,174 51 | 1,174 51 |
| Certificates of debt..... | 1844 | 1902 | 146,000 00 | 23,490 25 | 23,490 25 | 23,490 25 | 5 per cent. | ..... | 1,501 08 | 1,501 08 |
| " | 1866 | 1901 | 30,021 58 | 30,021 58 | 30,021 58 | 30,021 58 | 7 per cent. | ..... | 5,835 41 | 5,835 41 |
| " | 1858 | 1899 | 139,005 20 | 83,363 00 | 83,363 00 | 83,363 00 | 7 per cent. | ..... | 5,625 00 | 5,625 00 |
| Coupon bonds..... | 1890 | 1940 | 2,000,000 00 | 500,000 00 | 500,000 00 | 480,000 00 | 4½ per cent. | ..... | \$47,556 72 | \$41,931 72 |
| Grand Total..... | | | \$3,423,843 18 | \$1,317,811 23 | \$1,190,971 23 | \$1,297,811 23 | | | | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | INTEREST. | | |
|---------------------|----------------|---------------------|-----------------------------|
| | Amount issued. | Amount outstanding. | Amount accrued during year. |
| Mortgage bonds..... | \$1,317,811 23 | \$1,190,971 23 | \$47,556 72 |
| Total..... | \$1,317,811 23 | \$1,190,971 23 | \$47,556 72 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|--------------|---|--------------|
| Cash..... | \$360,906 85 | Loans and bills payable..... | \$ 2,240 00 |
| Bills receivable..... | 74,847 93 | Audited vouchers and accounts..... | 14,462 88 |
| Due from agents..... | 19,686 96 | Wages and salaries..... | 19,717 75 |
| Due from solvent companies and individuals..... | 8,543 47 | Net traffic balances due to other companies..... | 33,088 34 |
| *Other cash assets..... | 20,170 43 | Dividends not called for..... | 75,825 00 |
| Total..... | \$484,164 64 | Matured interest coupons unpaid (including coupons due July 1)..... | 12,791 42 |
| | | Miscellaneous..... | 16,504 29 |
| | | Balance cash assets..... | 305,534 96 |
| | | Total..... | \$484,164 64 |

* Materials and supplies on hand, \$24,434 80.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$2,728,650 00 | \$2,728,650 00 | | 78.75 | \$34,649 52 |
| Bonds..... | 1,190,971 23 | 1,190,971 23 | | 78.75 | 15,123 44 |
| Total..... | \$3,919,621 23 | \$3,919,621 23 | | 78.75 | \$49,772 96 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|--|----------------|--------------|----------------------|--------------|--------------------------|--------------|
| | | | | | Miles. | Amount. |
| Potomac R. R. Co..... | \$101,000 | \$121,712 05 | | \$222,712 05 | 170 | \$131,007 00 |
| R. F. & P. and R. & P. R. R. Conn. Co..... | 140,000 | | | 140,000 00 | 125 | 112,000 00 |
| Total..... | \$241,000 | \$121,712 05 | | \$362,712 05 | 295 | \$122,953 00 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | |
| | | Charged to income ac- count as per- manent im- provements. |  |  |  | Charged to construc- tion or equipment. |
| Construction: | | | | | |
| Right of way..... | | | \$82,910 85 | | |
| Other real estate..... | | | 61,637 95 | | |
| Grading and bridge and culvert ma- sonry..... | \$44,985 32 | | | | |
| Bridges and trestles | | | | | |
| Rails..... | 6,523 96 | | | | |
| Ties..... | 12,516 03 | | | | |
| Buildings, furniture, and fixtures..... | 8,847 18 | | | | |
| Shop machinery and tools..... | 597 74 | | | | |
| Road built by con- tract..... | | | 148,301 25 | | |
| Total construc- tion | 73,470 23 | | 292,850 05 | 3,120,972 17 | 3,427,607 89 |
| Equipment: | | | | | |
| Locomotives | 15,162 67 | | 9,405 67 | | |
| Freight cars..... | | | 4,380 00 | | |
| Total equipment... | 15,162 67 | | 13,785 67 | | |
| Grand total cost con- struction and equip.. | \$88,632 90 | | \$3,120,972 17 | \$3,427,607 89 | |

INCOME ACCOUNT.

| | | |
|--|--------------|--------------|
| Gross earnings from operation..... | \$708,793 04 | |
| Less operating expenses..... | 440,244 22 | |
| Income from operation..... | 268,548 82 | \$268,548 82 |
| Miscellaneous income—less expenses..... | 5,910 87 | |
| Income from other sources..... | 5,910 67 | 5,910 67 |
| Total income..... | | 274,459 49 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 47,556 72 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 1,778 95 | |
| Total deductions from income..... | 49,335 67 | 49,335 67 |
| Net income..... | | 225,123 82 |
| Dividends, 6½ per cent. Common stock and dividend obligations..... | 144,820 06 | |
| Dividends, 7 per cent. Preferred stock..... | 34,931 50 | |
| Other payments from net income..... | 25,103 92 | |
| Total..... | 204,855 42 | 204,855 42 |
| Surplus from operations of year ending June 30, 1890..... | | 20,268 40 |
| Deficit on June 30, 1889..... | | 69,204 93 |
| Deductions for year..... | | 20,268 40 |
| Deficit on June 30, 1890..... | | 48,936 53 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$315,269 94 | | |
| Less repayments—Tickets redeemed..... { | 1,549 44 | | |
| Excess fares refunded..... } | | | |
| Total deductions..... | | \$1,549 44 | \$313,720 50 |
| Total passenger revenue..... | | | 313,720 50 |
| Mail..... | | | 60,227 79 |
| Express..... | | | 24,516 96 |
| Other items..... | | | 7,260 00 |
| Total passenger earnings..... | | | 405,725 25 |
| Freight: | | | |
| Freight revenue..... | 307,676 37 | | |
| Less repayments—Overcharge to shippers..... { | 4,608 58 | | |
| Other repayments..... } | | | |
| Total deductions..... | | 4,608 58 | 303,067 79 |
| Total freight revenue..... | | | 303,067 79 |
| Total freight earnings..... | | | 303,067 79 |
| Total passenger and freight earnings..... | | | 708,793 04 |
| Total gross earnings from operation..... | | | 708,793 04 |

MISCELLANEOUS INCOME.

| ITEMS. | Gross Income. | Less Expenses. | Net Miscellaneous income. |
|------------------------|---------------|----------------|---------------------------|
| Rents..... | | | \$ 820 87 |
| Interest received..... | | | 5,089 80 |
| Total..... | | | \$5,910 67 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$21,488 38 | \$20,440 85 | \$41,928 23 |
| Renewals of rails..... | 3,327 24 | 3,106 72 | 6,433 96 |
| Renewals of ties..... | 6,283 00 | 6,233 03 | 12,516 03 |
| Repairs of bridges and culverts..... | 22,942 35 | 22,042 97 | 44,985 32 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 100 47 | 97 02 | 197 49 |
| Repairs of buildings..... | 4,512 00 | 4,335 18 | 8,847 18 |
| Other expenses..... | 3,368 50 | 3,236 82 | 6,605 32 |
| Total | 62,021 94 | 59,591 59 | 121,613 53 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 15,979 32 | 15,332 34 | 31,331 66 |
| Repairs and renewals of passenger cars..... | 12,461 86 | | 12,461 86 |
| Repairs and renewals of freight cars..... | | 11,218 74 | 11,218 74 |
| Shop machinery, tools, etc..... | 1,876 29 | 1,802 98 | 3,679 27 |
| Other expenses..... | 304 98 | 292 76 | 597 74 |
| Total | 30,622 45 | 28,666 82 | 59,289 27 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen, Fuel for locomotives..... | 11,368 17 | 19,188 43 | 30,556 60 |
| Water supply for locomotives..... | 22,813 83 | 21,919 28 | 44,733 11 |
| All other supplies for locomotives..... | 1,063 50 | 1,886 56 | 3,850 06 |
| Wages of other trainmen..... | 1,770 72 | 1,701 35 | 3,472 07 |
| All other train supplies..... | 10,793 17 | 19,918 48 | 30,713 65 |
| Wages of switchmen, flagmen and watchmen..... | 2,308 26 | 2,217 95 | 4,526 21 |
| Expenses of telegraph, including train dispatchers and operators..... | 2,407 20 | 3,312 76 | 4,719 96 |
| Wages of station agents, clerks and laborers..... | 3,737 28 | 3,591 64 | 7,328 92 |
| Station supplies..... | 15,693 00 | 25,580 10 | 41,183 10 |
| Switching charges—balance..... | 2,005 32 | 1,927 24 | 3,932 56 |
| Car mileage—balance..... | 26 52 | 25 70 | 52 22 |
| Loss and damage..... | 11,801 58 | 26,043 64 | 37,845 22 |
| Injuries to persons..... | 2 30 | 2,455 27 | 2,457 57 |
| Other expenses..... | 30 00 | 1,167 75 | 1,197 75 |
| Total | 86,777 38 | 130,074 87 | 216,852 25 |
| General expenses: | | | |
| Salaries of officers..... | 8,568 00 | 8,232 00 | 16,800 00 |
| Salaries of clerks..... | 5,536 56 | 5,320 27 | 10,856 83 |
| General office expenses and supplies..... | 363 63 | 350 06 | 713 69 |
| Agencies, including salaries and rent..... | | 1,500 00 | 1,500 00 |
| Advertising..... | 654 33 | 628 85 | 1,283 18 |
| Insurance..... | 1,150 05 | 1,105 70 | 2,255 75 |
| Expense of traffic associations..... | 199 41 | 192 12 | 391 53 |
| Legal expenses..... | 415 65 | 399 48 | 815 13 |
| Stationery and printing..... | 2,745 33 | 2,637 80 | 5,383 13 |
| Other general expenses..... | 1,269 39 | 1,220 54 | 2,489 93 |
| Total | 20,902 35 | 21,586 82 | 42,489 17 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 62,021 94 | 59,591 59 | 121,613 53 |
| Maintenance of equipment..... | 30,622 45 | 28,666 82 | 59,289 27 |
| Conducting transportation..... | 86,777 38 | 130,074 87 | 216,852 25 |
| General expenses..... | 20,902 35 | 21,586 82 | 42,489 17 |
| Grand total..... | \$200,324 12 | \$239,920 10 | \$440,244 22 |
| Percentage of expenses to earnings—entire line..... | | | 62.10 |

RENTALS PAID.

The R. F. & P. R. R. Co. leases the Potomac R. R., for which it pays no fixed rental, but releases the latter company from the payment of interest on the money loaned to it by the R. F. & P. Co. to build the road, and also agrees to keep the road and property in good repair.

The R. F. & P. R. R. Co. leases, jointly with the Richmond & Petersburg R. R. Co., the road of the R. F. & P., and R. & P. R. R. Connection Co., for which the latter company is allowed a proportion of the receipts from freight and passengers passing over its line. See statement of the Connection Co. for details of earnings, &c.

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1890. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|----------------|--|-------|----------------------------|------------------------|
| Item. | Total. | Assets. | Item. | Total. | Increase. Decrease. |
| | \$3,120,972 17 | } Cost of road..... } Cost of equipment..... } Other permanent investments..... Cash and current assets..... Other assets: | | \$3,427,607 80 | \$306,635 72 |
| | 121,175 86 | | | 121,712 05 | 536 10 |
| | 206,113 00 | | | 494,164 64 | 278,051 64 |
| | 40,232 57 | | | 24,454 80 | 15,777 77 |
| | 69,294 83 | | | 48,836 53 | 20,268 40 |
| | \$3,557,798 53 | Grand total..... | | \$4,106,875 91 | \$548,223 55 36,146 17 |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1890. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|----------------|--|-------|----------------------------|---------------------|
| Item. | Total. | Liabilities. | Item. | Total. | Increase. Decrease. |
| | 2,708,650 00 | Capital stock..... Funded debt..... Current liabilities..... Accrued interest on funded debt not yet payable..... | | \$2,728,660 00 | \$ 20,000 00 |
| | 710,971 23 | | | 1,190,971 23 | 490,000 00 |
| | 135,177 30 | | | 178,629 68 | 43,452 38 |
| | 3,000 00 | | | 8,625 00 | 5,625 00 |
| | \$3,557,798 53 | Grand total..... | | \$4,106,875 91 | \$548,077 38 |

IMPORTANT CHANGES DURING THE YEAR.

New mortgage issued to secure \$2,000,000 of new 4½ per cent. consolidated gold bonds, of which \$500,000 have been issued. 200 shares common stock issued in exchange for \$20,000 of bonds, which have been cancelled.

CONTRACTS, AGREEMENTS, ETC.

Contract with Adams Express company, entered into 30th March, 1886, continuing until 60 days' notice be given by either party for its termination, provides for division of earnings and transportation on passenger trains.

No written contract with the government for carriage of the mails. The company is paid each year according to services rendered.

Contract between the roads comprising the Atlantic Coast Line, the Savannah, Florida and Western railroad company, the Richmond, Fredericksburg and Potomac railroad company, and the Pullman Palace Car company respecting equipment, use, and management of sleeping cars. Entered into September 1, 1885; expires December 1, 1897.

Contract with Western Union Telegraph company, providing for use of wires by the railroad company and right of way by the telegraph company.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|------------------------------|----------------------|---------------|--------|--------------------------------------|--|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| Mortgage bonds..... | Richmond | Quantico..... | 78.75 | \$15,123 44 | All the road, equipment, and property. | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 5 | \$16,800 00 | |
| General office clerks..... | 14 | 10,856 86 | \$2 50 |
| Station agents..... | 13 | 9,230 00 | 2 36 |
| Other station men..... | 53 | 30,970 00 | 1 91 |
| Enginemen..... | 19 | 21,546 00 | 3 78 |
| Firemen..... | 19 | 7,581 00 | 1 33 |
| Conductors..... | 13 | 11,700 00 | 3 00 |
| Other trainmen..... | 46 | 17,250 00 | 1 25 |
| Machinists..... | 12 | 8,280 00 | 2 30 |
| Carpenters..... | 14 | 9,072 00 | 2 16 |
| Other shopmen..... | 35 | 16,800 00 | 1 60 |
| Section foremen..... | 8 | 4,680 00 | 1 88 |
| Other trackmen..... | 88 | 24,288 00 | 92 |
| Switchmen, flagmen, and watchmen..... | 48 | 9,833 00 | 72 |
| Telegraph operators and dispatchers..... | 12 | 6,120 00 | 1 70 |
| All other employees and laborers..... | 85 | 24,225 00 | 95 |
| Total (including "general officers")..... | 484 | 229,231 86 | |
| Less "general officers"..... | 5 | 16,800 00 | |
| Total (excluding "general officers")..... | 479 | 212,431 86 | |
| Distribution of above: | | | |
| General administration..... | 21 | 29,589 00 | 2 50 |
| Maintenance of way and structures..... | 139 | 50,451 00 | 1 21 |
| Maintenance of equipment..... | 79 | 28,882 00 | 1 22 |
| Conducting transportation..... | 245 | 120,309 86 | 1 64 |
| Total (including "general officers")..... | 484 | 229,231 86 | |
| Less "general officers"..... | 5 | 16,800 00 | |
| Total (excluding "general officers")..... | 479 | 212,431 86 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEM. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 252,231 | |
| Number of passengers carried one mile..... | 11,818,093 | |
| Average distance carried..... | 46 85.100 | |
| Total passenger revenue..... | | \$313,720 60 |
| Average amount received from each passenger..... | | 1 24 |
| Average receipts per passenger per mile..... | | 02.656 |
| Estimated cost of carrying each passenger one mile..... | | 01.701 |
| Passenger earnings per mile of road..... | | 3,873 09 |
| Passenger earnings per train mile..... | | 1 03.56 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 414,485 | |
| Number of tons carried one mile..... | 29,137,566 | |
| Average distance haul of one ton..... | 70 3.10 | |
| Total freight revenue..... | | 303,067 79 |
| Average amount received for each ton of freight..... | | 73.120 |
| Average receipts per ton per mile..... | | 01.04 |
| Estimated cost of carrying one ton one mile..... | | .821 |
| Freight earnings per mile of road..... | | 3,741 58 |
| Freight earnings per train mile..... | | 1 38.7 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 616,788 29 |
| Passenger and freight revenue per mile of road..... | | 7,614 67 |
| Passenger and freight earnings..... | | 701,633 04 |
| Passenger and freight earnings per mile of road..... | | 8,660 90 |
| Gross earnings from operation..... | | 708,793 04 |
| Gross earnings from operation per mile of road..... | | 8,810 35 |
| Expenses..... | | 440,244 22 |
| Expenses per mile of road..... | | 5,472 27 |
| Train mileage: | | |
| Miles run by passenger trains..... | 231,373 | |
| Miles run by freight trains..... | 218,420 | |
| Total mileage trains earning revenue..... | 449,793 | |
| Miles run by switching trains..... | 62,820 | |
| Miles run by construction and other trains..... | 18,159 | |
| Grand total train mileage..... | 530,772 | |
| Mileage of loaded freight cars—north or east..... | 1,469,342 | |
| Mileage of loaded freight cars—south or west..... | 1,202,272 | |
| Mileage of empty freight cars—north or east..... | 635,834 | |
| Mileage of empty freight cars—south or west..... | 852,070 | |
| Average number of freight cars in train..... | | 19.45 |
| Average number of loaded cars in train..... | | 12.64 |
| Average number of empty cars in train..... | | 6.81 |
| Average number of tons of freight in train..... | | 13.34 |
| Average number of tons of freight in each loaded car..... | | 10.55 |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | 1,052 | 10,569 | 11,621 | 2.7 |
| Flour..... | 8,746 | 5,990 | 14,736 | 3.6 |
| Other mill products..... | 2,552 | 1,686 | 4,238 | 1 |
| Hay..... | 610 | 2,632 | 3,242 | 1 |
| Tobacco..... | 5,037 | 2,485 | 7,522 | 1.5 |
| Cotton..... | | 787 | 787 | .2 |
| Fruit and vegetables..... | 509 | 54,393 | 54,902 | 13.2 |
| Products of animals : | | | | |
| Live stock..... | 996 | 403 | 1,399 | .3 |
| Dressed meats..... | 25 | 141 | 166 | |
| Other packing-house products..... | 476 | 1,365 | 1,841 | .5 |
| Poultry, game, and fish..... | 303 | 596 | 899 | .2 |
| Wool..... | 25 | 31 | 56 | |
| Hides and leather..... | 408 | 497 | 905 | .2 |
| Products of mines : | | | | |
| Anthracite coal..... | 83 | 42,469 | 42,552 | 10.3 |
| Bituminous coal..... | | 4,992 | 4,992 | 1.2 |
| Coke..... | | 5 | 5 | |
| Ores..... | 59 | 4,225 | 4,284 | 1 |
| Stone, sand, and other like articles..... | 163 | 12,116 | 12,278 | 3 |
| Products of forest : | | | | |
| Lumber..... | 40,406 | 70,693 | 111,098 | 27 |
| Manufactures : | | | | |
| Petroleum and other oils..... | 155 | 17,133 | 17,288 | 4.2 |
| Sugar..... | 204 | 5,270 | 5,474 | 1.3 |
| Naval stores..... | 53 | 147 | 200 | .1 |
| Iron—Pig and bloom..... | 11 | 4,167 | 4,168 | 1 |
| Iron and steel rails..... | 13 | 15,721 | 15,734 | 3.8 |
| Other castings and machinery..... | 824 | 9,836 | 10,660 | 2.6 |
| Bar and sheet metal..... | 107 | 3,698 | 3,805 | .9 |
| Cement, brick, and lime..... | 668 | 2,063 | 2,731 | .7 |
| Agricultural implements..... | 588 | 353 | 941 | .2 |
| Wagons, carriages, tools, etc..... | 73 | 275 | 348 | .1 |
| Wines, liquors, and beers..... | 121 | 5,619 | 5,740 | 1.4 |
| Household goods and furniture..... | 673 | 1,911 | 2,584 | .6 |
| Merchandise..... | 4,731 | 26,809 | 31,540 | 7.6 |
| Miscellaneous—other commodities not mentioned above..... | 13,940 | 21,809 | 35,749 | 8.6 |
| Total tonnage entire line..... | 83,610 | 330,875 | 414,485 | 100 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|--------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | 1 | | | | | |
| Freight..... | 2 | | | | | |
| Total..... | 3 | 24 | 24 | Westing-house. | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 6 | 6 | Westing-house. | 6 | Janey. |
| Second-class passenger cars..... | | 10 | 10 | " | 10 | " |
| Baggage, express, and postal cars..... | | 9 | 9 | | 9 | " |
| Total..... | | 25 | 25 | | 25 | Janey. |
| Cars in freight service: | | | | | | |
| Box cars..... | | 44 | | | | |
| Flat cars..... | 12 | 61 | | | 12 | Janey. |
| Coal cars..... | | 1 | | | | |
| Total..... | 12 | 106 | | | 12 | Janey. |
| Cars in company's service: | | | | | | |
| Gravel cars..... | | 18 | | | | |
| Derrick cars..... | | 1 | | | | |
| Caboose cars..... | 1 | 13 | | | | |
| Total..... | 1 | 32 | | | | |
| Total owned..... | | 163 | | | | |
| Grand total..... | 12 | 163 | 25 | | 12 | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 78.75 | | 2.95 | 81.70 | | 81.70 |
| Miles of yard track, sidings, and spurs..... | 16.21 | | | 16.21 | | 16.21 |
| Total mileage operated (all tracks)..... | 94.96 | | 2.95 | 97.91 | | 97.91 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|-------|------------------|--|
| Total steel..... | 413 | 67 | 37 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|------------|---------|--------------------------------------|
| Total..... | 32,199 | 43 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Total..... | | 19,101 | | | | 589,610 | 72.57 |
| Average cost at distributing point..... | | \$2 77 | | | | | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|-------------------------------------|------------|----------|-----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | 2 | | | | | | |
| Falling from trains and engines.... | | 1 | | | | | | |
| Other causes..... | 2 | | | | 2 | | 4 | 3 |
| Total..... | 2 | 3 | | | 2 | | 4 | 3 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|-------------------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other causes..... | | | 2 | | | | 2 | |
| Total..... | | | 2 | | | | 2 | |

EXPLANATION OF ACCIDENTS.

Of the employees killed—One, a carpenter, fell from a hand car; one, an engineer, fell in his cab—not exactly known why; one, an operator, caught between buffers of two cars; one, a fireman, caught between engine and wall in roundhouse.

Of the others killed—One was asleep under freight car; one was caught between cars at station, shifting.

Of the employees injured—Not one was serious; one was blown off top of train; two had arm or hand mashed in coupling, but did not lose their use.

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | PROFILE. | | | | | | |
|--------------------------------|----------------|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|-------------------------|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Miles. | Aggregate length of descending grades. Miles. |
| Byrd-st. sta., Rich'd.... | Quantico whf.. | 81.70 | 84 | 22 | 59.7 | 1 | 41 | 89.9 | 35.50 | 42 | 97.9 | 42.2 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-----------------------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Iron | 8 | 90 | | 600 | | 2,070 | | | |
| Wooden | 2 | 100 | | 600 | | 700 | | | |
| Draw | 2 | 30 | | 30 | | 60 | | | |
| Total | 12 | | | | | 2,830 | | | |
| Trestles | 5 | | | | | 2,880 | | | |
| Tunnels | 1 | | | 900 | | 900 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Trestles | 4 | | | | | | | | 21 |

Gauge of track—four feet, nine inches; 81.70 miles.

TELEGRAPH.

Owned by another company, but located on property of this road.

| MILES OF LINE. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|--------------------------------------|----------------------------------|
| 81.70 | Western Union Telegraph company..... | Western Union Telegraph company. |

OATH.

STATE OF VIRGINIA,
CITY OF RICHMOND, } ss :

We, the undersigned, E. T. D. Myers, president, and J. B. Winston, treasurer of the Richmond, Fredericksburg and Potomac railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS,
President.

J. B. WINSTON,
Treasurer.

Subscribed and sworn to before me this 18th day of October, 1890.

WM. M. BIGELOW,
Notary Public.

R., F. & P. AND R. & P. R. R. CONNECTION COMPANY.

HISTORY.

Name of common carrier making this report—The Richmond, Fredericksburg & Potomac and the Richmond & Petersburg Railroad Connection company.

Date of organization—July 18th, 1866.

Chartered under the laws of the State of Virginia, passed March 3d, 1866.

Operated by the Richmond, Fredericksburg & Potomac railroad company.

•

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|-----------------------|-----------------------------|
| Charles Ellis..... | Richmond, Va..... | November, 1890. |
| W. W. Crump..... | Richmond, Va..... | |
| Geo. N. Woodbridge..... | Richmond, Va..... | |
| Fred'k R. Scott..... | Richmond, Va..... | |
| Jos. P. Brenton..... | Philadelphia, Pa..... | |

Total number of stockholders at date of last election—37.

Date of last meeting of stockholders for election of directors—27th November, 1889.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------------|---------------------|---------------------|
| Chairman of the Board..... | E. T. D. Myers..... | Richmond, Va. |
| President..... | E. T. D. Myers..... | Richmond, Va. |
| Secretary..... | J. B. Winston..... | Richmond, Va. |
| Treasurer..... | J. B. Winston..... | Richmond, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|--|---------------|---------------|----------------|
| | From— | To— | |
| R. F. & P. and R. & P. R. R. Conn. Co..... | Richmond..... | Terminus..... | 1¼ |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total am't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|------------------------------------|---------------------------------|-------------|
| | | | | | Rate. | Amount. |
| Capital stock—Preferred*.... | 2,000 | \$100 00 | \$200,000 00 | \$140,000 00 | \$8 per share. | \$16,000 00 |
| Total..... | 2,000 | \$100 00 | \$200,000 00 | \$140,000 00 | | \$16,000 00 |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on am't issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Preferred..... | | | 2,000 | \$140,000 00 | | |
| Total..... | | | 2,000 | \$140,000 00 | | |

* Only 70 per cent. of the above stock was called for and paid in.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE
FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|----------------------------------|-------------|
| Balance current liabilities..... | \$17,038 13 |
| Total | \$17,038 13 |

CURRENT LIABILITIES ACCRUED TO AND
INCLUDING JUNE 30, 1890.

| | |
|--------------------------|-------------|
| Balance cash assets..... | \$17,038 13 |
| Total | \$17,038 13 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|--------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$140,000 00 | | | 1¼ | \$112,000 00 |
| Total | \$140,000 00 | | | 1¼ | \$112,000 00 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|-------------------------|---------------------------------------|--|--|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | | |
| Total construction..... | | | | | \$140,739 82 | \$140,739 82 | \$112,000 00 |

INCOME ACCOUNT.

| | | |
|--|-------------|-------------|
| Gross earnings from operation..... | \$23,834 89 | |
| Less operating expenses..... | 600 00 | |
| Income from operation..... | | \$23,234 89 |
| Miscellaneous income—less expenses..... | 582 66 | |
| Income from other sources | | 582 66 |
| Total income..... | | 23,817 55 |
| Deductions from income: | | |
| Taxes..... | 304 20 | |
| Total deductions from income..... | | 304 20 |
| Net income..... | | 23,513 35 |
| Dividends, \$8 per share. Preferred stock..... | 16,000 00 | |
| Total..... | | 16,000 00 |
| Surplus from operations of year ending June 30, 1890 | | 7,513 35 |
| Surplus on June 30, 1889..... | | 23,065 15 |
| Additions for year..... | | 7,513 35 |
| Surplus on June 30, 1890..... | | \$30,578 50 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$13,847 26 | | |
| Total passenger revenue..... | | | \$13,847 26 |
| Total passenger earnings..... | | | 13,847 26 |
| Freight: | | | |
| Freight revenue..... | 9,987 63 | | |
| Total freight revenue..... | | | 9,987 63 |
| Total freight earnings..... | | | 9,987 63 |
| Total passenger and freight earnings..... | | | 23,834 89 |
| Total gross earnings from operation..... | | | 23,834 89 |
| Total gross earnings from operation—entire line..... | | | \$23,834 89 |

MISCELLANEOUS INCOME.

| ITEMS. | Gross income. | Less expenses. | Net miscellaneous income. |
|------------|---------------|----------------|---------------------------|
| | \$582 66 | | \$582 66 |
| Total..... | \$582 66 | | \$582 66 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|----------------------------------|--------------------------------|----------|
| General expenses: | | | |
| Salaries of officers..... | | | \$600 00 |
| Other general expenses..... | | | 304 20 |
| Total..... | | | \$904 20 |
| Percentage of expenses to earnings..... | | | 3.79 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 2 | \$800 00 | \$1 64 |
| Total (including "general officers")..... | 2 | 800 00 | 1 64 |
| Distribution of above : | | | |
| General administration..... | 2 | 600 00 | 1 64 |
| Total (including "general officers")..... | 2 | 800 00 | 1 64 |
| Total (incl'g "general officers")—entire line.. | 2 | \$800 00 | \$1 64 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|-------|------------------|--|
| Total steel..... | 100 | 56 | \$37 00 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------|---------|--------------------------------------|
| White oak..... | 212 | 43 |
| Total..... | 212 | 43 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|----------------|--------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From— | To— | Miles. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Richmond..... | Terminus | 1¼ | 5 | 7.10 | 55.100 | ..... | 1 | 95 | 1¼ | | | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|---------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Iron | 1 | | | | | 88 | | | |
| Total..... | 1 | | | | | 88 | | | |
| Trestles..... | 2 | | | | | 1,500 | | | |
| Tunnels..... | 1 | | | | | 900 | | | |

Gauge of track—four feet, nine inches; $1\frac{1}{4}$ miles.

OATH.

STATE OF VIRGINIA, } ss:
CITY OF RICHMOND, }

We, the undersigned, E. T. D. Myers, president, and J. B. Winston, treasurer of the Richmond, Fredericksburg & Potomac and the Richmond & Petersburg railroad connection company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS,
President.

J. B. WINSTON,
Treasurer.

Subscribed and sworn to before me this 18th day of October, 1890.

WM. M. BIGELOW,
Notary Public.

POTOMAC RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Potomac railroad company.

Date of organization—May 1, 1872.

Organized under the laws of the state of Virginia.

Operated by the Richmond, Fredericksburg & Potomac railroad company.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|---------------------|-----------------------------|
| Jas. Alfred Jones..... | Richmond, Va. | |
| E. T. D. Myers..... | Richmond, Va. | |
| John L. Marye..... | Fredericksburg, Va. | |
| Skipwith Wilmer..... | Baltimore, Md. | |

Total number of stockholders at date of last election—11.

Date of last meeting of stockholders for election of directors—November 17th, 1880.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|---------------------|---------------------|
| Chairman of Board..... | Chs. Chauncey..... | Philadelphia, Pa. |
| President | Chs. Chauncey..... | Philadelphia, Pa. |
| Secretary and Treasurer..... | J. B. Winston..... | Richmond, Va. |
| General Superintendent..... | E. T. D. Myers..... | Richmond, Va. |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|-----------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common.... | 2,000 | \$100 00 | \$2,000,000 00 | 101,000 00 | | |
| Total. | 2,000 | | \$2,000,000 00 | \$101,000 00 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common.. | | | 1,010 | \$2,020 00 | | |
| Total..... | | | 1,010 | \$2,020 00 | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | Rate. | INTEREST. | | |
|------------------------------|----------------|-----------|------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount matured during year. |
| *See note | | | \$121,712 05 | \$121,712 05 | \$121,712 05 | \$121,712 05 | 6 per cent. | † | | |

* Bonds due to R., F. & P. E. R. Co., payable on termination of contract with above road or upon either party giving the other six months' notice after the termination of contract, which expires May 17th, 1905.

† No interest on loan is paid in cash, but in use of the road by the R., F. & P. E. R. Co as per contract.

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|--------------|--|--------------|
| Balance current liabilities..... | \$121,712 05 | Balance cash assets..... | \$121,712 05 |
| Total | \$121,712 05 | Total | \$121,712 05 |

INCOME ACCOUNT.

This company's road has been ever since its completion, leased to the Richmond, Fredericksburg & Potomac railroad company for no other compensation than the interest on the loans and advances made by that company and the obligation to keep this company's property in complete repair. It has therefore no income or expenses to report.

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|-----------------------------------|--------------|-----------------------------------|--------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$123,185 86 | \$123,185 86 | \$123,732 05 | \$123,732 05 | \$536 19 | |
| 98,980 00 | 98,980 00 | 98,980 00 | 98,980 00 | | |
| | \$222,175 86 | | \$222,712 05 | \$536 19 | |
| Grand total..... | | Grand total..... | | | |
| Cost of road..... | | Cost of road..... | | | |
| Installments on stock unpaid..... | | Installments on stock unpaid..... | | | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|--------------------|--------------|--------------------|--------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$101,000 00 | \$101,000 00 | \$101,000 00 | \$101,000 00 | | |
| 121,175 86 | 121,175 86 | 121,712 05 | 121,712 05 | \$536 19 | |
| | \$222,175 86 | | \$222,712 05 | \$536 19 | |
| Grand total..... | | Grand total..... | | | |
| Capital stock..... | | Capital stock..... | | | |
| Funded debt..... | | Funded debt..... | | | |

CONTRACTS, AGREEMENTS, ETC.

Contract of lease to the R., F. & P. R. Co. for 28 years from May 17, 1877, and thereafter until terminated by either party giving to the other six months' previous notice, for no other consideration than the interest on loans and advances made to this company by that company, and the obligation of that company to keep the property of this company in complete repair.

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|-----------------------------------|------------|--------|-------------------|-----------------------------------|--------------------------|-----------------------|-------------------|-----------------|---------------------------------------|--------------------|------------------|--|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved lines. | Length of straight line. | Length of level line. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. | Aggregate length of ascending grades. | Number. | Sum of descents. | Aggregate length of descending grades. |
| | | | | Miles. | Miles. | Miles. | | Feet. | Miles. | | Feet. | Miles. |
| Terminus of the R., F. & P. R. R. | Quanticos. | 1.7 | 4 | .70 | 1 | ..... | 4 | 15 | .80 | 1 | 30 | .80 |

GAUGE OF TRACK.

Gauge of track—four feet, nine inches.

OATH.

STATE OF VIRGINIA,
CITY OF RICHMOND, } ss.:

We, the undersigned, E. T. D. Myers, general superintendent, and J. B. Winston, treasurer of the Potomac railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. T. D. MYERS,
General Superintendent.

J. B. WINSTON,
Treasurer.

Subscribed and sworn to before me this 18th day of October, 1890.

WM. M. BIGELOW,
Notary Public.

DANVILLE AND NEW RIVER RAILROAD.

HISTORY.

Name of common carrier making this report—The Danville and New River railroad company.

Date of organization—March 20th, 1873.

Organized under the laws of the state of Virginia.

ORGANIZATION.

Total number of stockholders at date of last election—3,686.

Date of last meeting of stockholders for election of directors—November, 1886.

Postoffice address of general office—Danville, Va.

Postoffice address of operating office—Danville, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|--------------------------------|------------------------|---------------------|
| Receiver..... | John C. Wrenshall..... | Danville, Va. |
| Secretary..... | G. K. Griggs..... | Danville, Va. |
| Treasurer..... | G. K. Griggs..... | Danville, Va. |
| Attorney, or General Counsel.. | Green & Miller..... | Danville, Va. |
| General Superintendent..... | G. K. Griggs..... | Danville, Va. |
| General Freight Agent..... | G. K. Griggs..... | Danville, Va. |
| General Passenger Agent..... | G. K. Griggs..... | Danville, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|---|------------------------------|-----------------------|----------------|
| | From— | To— | |
| Danville & New River..... | Danville..... | Stuart, Va..... | 75 |
| Danville, Mocksville & South Western..... | D., M. & S. W. Junction..... | Leaksville, N. C..... | 8 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 3,068 | \$100 00 | \$2,000,000 00 | \$308,600 00 | | |
| Preferred..... | 600 | 100 00 | | 60,000 00 | | |
| Total..... | 3,668 | \$100 00 | \$2,000,000 00 | \$368,600 00 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash received on amount issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common..... | | | 3,068 | \$250,096 00 | | |
| Preferred..... | | | 600 | 54,000 00 | | |
| Total..... | | | 3,668 | \$304,096 00 | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | Rate. | INTEREST. | | |
|--------------------------------------|----------------|-------------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|----------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount matured during year. |
| First mortgage Eastern Division..... | June, 1881 | July, 1911 | \$200,000 00 | \$200,000 00 | \$200,000 00 | \$146,700 00 | 6 per cent. | Jan. 1, July 1 | \$12,000 00 | \$12,000 00 |
| First mortgage Middle Division..... | Sept., 1883 | Sept., 1913 | 250,000 00 | 250,000 00 | 250,000 00 | 165,526 90 | 6 per cent. | 1st May & Nov. | 15,000 00 | 15,000 00 |
| First mortgage Western Division..... | Feb., 1884 | Feb., 1918 | 250,000 00 | 250,000 00 | 250,000 00 | 96,735 30 | 6 per cent. | 15 Feb. & Aug. | 15,000 00 | 15,000 00 |
| Grand total..... | | | \$700,000 00 | \$700,000 00 | \$700,000 00 | \$378,962 40 | | | \$42,000 00 | \$42,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | INTEREST. | | |
|---------------------|----------------|---------------------|-----------------------------|
| | Amount issued. | Amount outstanding. | Amount accrued during year. |
| Mortgage bonds..... | \$700,000 00 | \$700,000 00 | \$42,000 00 |
| Total..... | \$700,000 00 | \$700,000 00 | \$42,000 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|--------------|--|--------------|
| Cash..... | \$11,084 16 | Loans and bills payable..... | \$ 4,864 53 |
| Due from agents..... | 754 48 | Audited vouchers and accounts..... | 1,986 64 |
| Land..... | 10,000 00 | Wages and salaries..... | 3,817 79 |
| Balance current liabilities..... | 165,320 32 | Matured interest coupons unpaid (including coupons due July 1)..... | 176,490 00 |
| Total..... | \$187,158 96 | Total..... | \$187,158 96 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|---------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$368,600 00 | \$368,600 00 | | | |
| Bonds..... | 700,000 00 | 700,000 00 | | | |
| Total..... | \$1,068,600 00 | | | | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|-------------------------|-------------------|-----------------|-------------------------|--------|-----------------------------|---------|
| | | | | | Miles. | Amount. |
| Danville & New River... | \$368,600 00 | \$700,000 00 | | | 75 | |

INCOME ACCOUNT.

| | | |
|------------------------------------|-------------|-------------|
| Gross earnings from operation..... | \$90,444 63 | |
| Less operating expenses..... | 79,983 65 | |
| Income from operation..... | 10,460 98 | |
| Total income..... | | \$10,460 96 |
| Deductions from income: | | |
| Taxes..... | 3,461 79 | |
| Other deductions..... | 5,365 39 | |
| Total deductions from income..... | | 8,817 18 |
| Net income..... | | \$1,643 80 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$25,027 35 | | \$25,027 35 |
| Total passenger revenue..... | | | 25,027 35 |
| Mail..... | | | 3,843 60 |
| Total passenger earnings | | | 28,870 95 |
| Freight: | | | |
| Freight revenue | 58,517 41 | | 58,517 41 |
| Total freight revenue..... | | | 58,517 41 |
| Total freight earnings..... | | | 58,517 41 |
| Total passenger and freight earnings..... | | | 87,388 36 |
| Other earnings from operation: | | | |
| Telegraph companies..... | 630 72 | | |
| Other sources..... | 2,425 55 | | |
| Total other earnings | | | 3,056 27 |
| Total gross earnings from operation..... | | | \$90,444 63 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$3,395 94 | \$10,189 81 | \$13,583 75 |
| Renewals of rails..... | 1,017 14 | 3,051 40 | 4,068 54 |
| Renewals of ties..... | 1,922 82 | 4,808 45 | 6,401 27 |
| Repairs of bridges and culverts..... | 1,565 46 | 4,666 39 | 6,221 85 |
| Repairs of buildings..... | 14 93 | 44 78 | 59 71 |
| Repairs of telegraph..... | 39 24 | 117 73 | 156 97 |
| Total | 7,045 53 | 22,936 56 | 30,582 09 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 1,113 56 | 3,340 67 | 4,454 23 |
| Repairs and renewals of passenger cars..... | 132 20 | 396 61 | 528 81 |
| Repairs and renewals of freight cars..... | 271 28 | 813 84 | 1,085 12 |
| Shop machinery, tools, etc..... | 374 89 | 1,124 68 | 1,499 57 |
| Other expenses | 550 28 | 1,650 83 | 2,201 11 |
| Total | 2,442 21 | 7,326 63 | 9,768 84 |
| Conducting transportation: | | | |
| Wages of engine-men, firemen and roundhousemen, | 1,349 81 | 4,049 45 | 5,399 26 |
| Fuel for locomotives..... | 2,053 17 | 6,159 52 | 8,212 69 |
| Water supply for locomotives..... | 20 19 | 60 57 | 80 76 |
| All other supplies for locomotives..... | 518 28 | 1,554 85 | 2,073 13 |
| Wages of other trainmen..... | 890 53 | 2,671 61 | 3,562 14 |
| Wages of switchmen, flagmen and watchmen..... | 144 83 | 434 49 | 579 32 |
| Expense of telegraph, including train dispatchers and operators..... | 225 00 | 675 00 | 900 00 |
| Wages of station agents, clerks and laborers..... | 1,785 57 | 5,356 71 | 7,142 28 |
| Station supplies..... | 142 65 | 427 96 | 570 61 |
| Loss and damage..... | 216 41 | 649 23 | 865 64 |
| Injuries to persons..... | { | 1,950 07 | 2,600 09 |
| Other expenses..... | | | |
| Total | 7,996 46 | 23,989 46 | 31,985 92 |
| General expenses: | | | |
| Salaries of officers..... | 1,624 99 | 4,875 00 | 6,499 99 |
| Insurance..... | 207 20 | 621 60 | 828 80 |
| Legal expenses..... | 70 51 | 211 64 | 282 05 |
| Stationery and printing..... | 8 92 | 27 04 | 35 96 |
| Total | 1,911 62 | 5,735 18 | 7,646 80 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 7,045 53 | 22,936 56 | 30,582 09 |
| Maintenance of equipment..... | 2,442 21 | 7,326 63 | 9,768 84 |
| Conducting transportation..... | 7,996 46 | 23,989 46 | 31,985 92 |
| General expenses..... | 1,911 62 | 5,735 18 | 7,646 80 |
| Grand total..... | \$19,995 82 | \$59,987 83 | \$79,983 65 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 2 | \$6,500 00 | |
| Station agents..... | 16 | 5,460 00 | \$1 00 |
| Other station men..... | 8 | 1,116 00 | 70 |
| Enginemen..... | 5 | 3,600 00 | 2 00 |
| Firemen..... | 5 | 1,800 00 | 1 00 |
| Conductors..... | 3 | 1,800 00 | 1 66 |
| Other trainmen..... | 5 | 2,745 45 | 70 |
| Machinists..... | 2 | 1,900 00 | 2 50 |
| Carpenters..... | 3 | 1,500 00 | 1 50 |
| Other shopmen..... | 8 | 2,039 80 | 75 |
| Section foremen..... | 8 | 2,880 00 | 1 00 |
| Other trackmen..... | 46 | 11,172 50 | 60 |
| Switchmen, flagmen, and watchmen..... | 2 | 600 00 | 1 00 |
| Telegraph operators and dispatchers..... | 1 | 900 00 | 2 50 |
| Total (including "general officers")..... | 114 | 44,013 75 | 1 81 |
| Less "general officers"..... | 2 | 6,500 00 | |
| Total (excluding "general officers")..... | 112 | \$37,513 75 | \$1 30 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|--|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 28,886 | |
| Total passenger revenue..... | | \$25,027 35 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 21,457 | |
| Total freight revenue..... | | 58,517 41 |
| Train mileage: | | |
| Miles run by mixed trains..... | 120,294 | |
| Total mileage trains earning revenue..... | 120,294 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | 1,760 | | 1,760 | |
| Flour..... | 714 | | 714 | |
| Other mill products..... | 261 | | 261 | |
| Hay..... | 386 | | 386 | |
| Tobacco..... | 2,845 | | 2,845 | |
| Cotton..... | | 161 | 161 | |
| Fruit and vegetables..... | 399 | | 399 | |
| Products of animals : | | | | |
| Live stock..... | 15 | | 15 | |
| Poultry, game, and fish..... | 33 | | 33 | |
| Wool..... | | 25 | 25 | |
| Products of mines : | | | | |
| Anthracite coal..... | 130 | | 130 | |
| Products of forest : | | | | |
| Lumber..... | 6,507 | | 6,507 | |
| Manufactures : | | | | |
| Other castings and machinery..... | 58 | 60 | 118 | |
| Cement, brick, and lime..... | 118 | | 118 | |
| Wines, liquors, and beers..... | 9 | 4 | 13 | |
| Miscellaneous—other commodities not mentioned above..... | 1,993 | 5,979 | 7,972 | |
| Total tonnage..... | 15,228 | 6,229 | 21,457 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--------------------------------------|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Total..... | | 5 | | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 3 | | | | |
| Combination passenger cars..... | | 2 | | | | |
| Baggage, express, and postal cars... | | 2 | | | | |
| Total..... | | 7 | | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 24 | | | | |
| Flat cars..... | | 29 | | | | |
| Stock cars..... | | 1 | | | | |
| Other cars..... | | 3 | | | | |
| Total..... | | 57 | | | | |
| Total owned | | 64 | | | | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | | | RAILS. | |
|----------------------------|------------------------------------|---------------------|------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | Line operated under contract, etc. | Total mileage operated. | Iron. | Steel. |
| Miles of single track..... | 75 | | 8 | 83 | | |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|-------------------|-------|------------------|--|
| Steel..... | 45 | 35 | \$42 00 |
| Total steel. | 45 | 35 | \$42 00 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|------------|---------|--------------------------------------|
| Oak | 32,279 | 18 |
| Total..... | 32,279 | 18 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Total..... | | | 3,591 | | | | 72.57 |
| Average cost at distributing point..... | | | \$1 75 | | | | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------|------------|----------|---|----------|---------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | |
| Collisions | | | | | 1 | 2 | 1 | 2 |
| At highway crossings..... | | 1 | | | | | | 1 |
| Other causes..... | 1 | | | | | | | |
| Total..... | 1 | | | | 1 | 2 | 2 | 3 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|-------------------|-------------|----------|--------------|----------|-----------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASS- ING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | |
| Other causes..... | | | | | | | 1 | |
| Total..... | | | | | | | 1 | |

EXPLANATION OF ACCIDENTS.

Train hand killed, reported under head "Other Causes," fell across track at Spunkers while aiming to cross in rear of train.

The one noted on lower part page was a colored boy not employed by the company, riding on the engine—no train; engine ran off and boy killed, and engineer injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|---------------|---------|-----------------|-------|-----------------|-------|-------------------|-------|---|-------|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges | 8 | ..... | ..... | ..... | ..... | 1,541 | ..... | ..... | ..... |
| Trestles..... | 72 | ..... | ..... | ..... | ..... | 9,769 | ..... | ..... | ..... |

Gauge of track—three feet; 75 miles.

TELEGRAPH.

Owned by company making this report.

| MILES OF LINE. | MILES OF WIRE. | OPERATED BY THIS COMPANY. | |
|----------------|----------------|---------------------------|----------------|
| | | Miles of line | Miles of wire. |
| 70 | 70 | 75 | 75 |

Owned by another company, but located on property of this road.

| MILES OF WIRE. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|---------------------------|----------------------------|
| 1,460 | D., M. & S. W. R. R. | D. & N. R. R. |

OATH.

STATE OF VIRGINIA,
CITY OF DANVILLE, } ss:

I, the undersigned, G. K. Griggs, secretary, treasurer, and superintendent of the Danville & New river railroad company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

G. K. GRIGGS,
Treasurer.

Subscribed and sworn to before me this 8th day of October, 1890.

W. E. GRIGGS,
Notary Public.

POTOMAC, FREDERICKSBURG & PIEDMONT RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—The Potomac, Fredericksburg and Piedmont railroad.

Date of organization—1853; precise date unknown.

Organized under the laws of the state of Virginia. See chapter 190, approved March 27, 1876, and chapter 276, approved March 14, 1878.

Date and authority for each consolidation—See above acts, approved March 27, 1876, and March 14, 1878.

Originally Fredericksburg and Gordonsville railroad company. Succeeded by Fredericksburg, Orange and Charlottesville railroad company. Reorganized as Fredericksburg and Gordonsville railroad company. Changed to Potomac, Fredericksburg and Piedmont railroad company. See public laws of Virginia, chapter 190, approved March 27, 1876.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|-------------------------|-----------------------------|
| W. H. Richards..... | Fredericksburg, Va..... | June, 1891. |
| C. H. Mason..... | Philadelphia, Pa..... | |
| R. L. Hayes..... | West Chester..... | |
| J. D. Murdaugh..... | Fredericksburg, Va..... | |
| L. Harry Richards..... | Philadelphia, Pa..... | |

Total number of stockholders at date of last election—145.

Date of last meeting of stockholders for election of directors—May 6th, 1890.

Postoffice address of general office—Fredericksburg, Va.

Postoffice address of operating office—Fredericksburg, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|-----------------------------------|--------------------------------|---------------------|
| President..... | L. Harry Richards..... | Fredericksburg, Va. |
| Secretary..... | S. G. Daniel (pro tem.)..... | Fredericksburg, Va. |
| Treasurer..... | W. H. Richards (pro tem.)..... | Fredericksburg, Va. |
| General Solicitors..... | Marye & Fitzhugh..... | Fredericksburg, Va. |
| Attorney, or General Counsel..... | John G. Williams..... | Orange C. H. |
| General Manager..... | W. H. Richards..... | Fredericksburg, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|---|------------------------|-----------------------|----------------|
| | From— | To— | |
| Potomac, Fredericksburg & Piedmont..... | Fredericksburg, Va.... | Orange C. H., Va..... | 38 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|--------------------------------------|---|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 4,600 | \$100 00 | \$1,460,000 00 | \$460,000 00 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common..... | | | | | The original books of the company were destroyed by fire, and the other information demanded is not attainable. | |
| Total..... | | | | | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount authorized. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | Rate. | INTEREST. | |
|---|----------------|----------------|--------------------|----------------|---------------------|-------------------------------------|-------------|-------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. |
| Land damages with interest accrued..... | | | | | 7,017 87 | | | | \$232 92 |
| Judgments with interest accrued..... | | | | | 8,220 27 | | | | 250 74 |
| First mortgage..... | Ap. 15, 1878. | Ap. 15, 1893. | \$ 58,000 00 | \$58,000 00 | 58,000 00 | | 6 per cent. | Ap. 15 & Oct. 15. | 3,480 00 |
| Second mortgage..... | June 10, 1878. | June 10, 1908. | 250,000 00 | 111,000 00 | 111,000 00 | 19,500 00 | 6 per cent. | June & Dec. 10. | 6,660 00 |
| Grand total..... | | | \$308,000 00 | \$169,000 00 | \$184,228 14 | \$19,500 00 | | | \$10,693 66 |

The whole of the first mortgage bonds and a large part of the second mortgage bonds were issued in settlement of original debts contracted for costs of road and equipment.

EQUIPMENT TRUST OBLIGATION.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. | Remarks. |
|------------------------------|------------------|-------------------------|---------------------|--------------------|----------|
| First secured note..... | 1889—July 6..... | Three months..... | One..... | Locomotive. | |
| Second secured note..... | July 6..... | Six months..... | One..... | Locomotive. | |
| Third secured note..... | July 6..... | Nine months..... | One..... | Locomotive. | |
| Fourth secured note..... | July 6..... | Twelve months..... | One..... | Locomotive. | |
| Fifth secured note..... | July 6..... | Fifteen months..... | One..... | Locomotive. | |
| Sixth secured note..... | July 6..... | Eighteen months..... | One..... | Locomotive. | |
| Seventh secured note..... | July 6..... | Twenty-one months..... | One..... | Locomotive. | |
| Eighth secured note..... | July 6..... | Twenty-four months..... | One..... | Locomotive. | |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | DEFERRED PAYMENTS— PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | | |
|--|---|---------------------|-----------------------------|---------------------|------------------------|-----------------------------------|-----------------------------------|-------------|
| | Cash paid on delivery of equipment. | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. | Rate. |
| | \$1,235 00 | \$1,500 00 | \$2,187 50 | \$258 00 | \$148 75 | \$119 00 | \$89 25 | 6 per cent. |
| Total "Miscellaneous Obligations"..... | \$1,235 00 | \$1,500 00 | \$2,187 50 | \$258 00 | \$148 75 | \$119 00 | \$89 25 | 6 per cent. |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|--------------------------------|----------------|------------------------|--------------------------------|--------------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$109,000 00 | \$184,288 14 | \$10,653 66 | \$10,140 00 |
| Miscellaneous obligations..... | 3,500 00 | 2,396 25 | 119 00 | 89 25 |
| Total..... | \$172,500 00 | \$186,684 39 | \$10,782 66 | \$10,229 25 |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE
FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|--------------------|
| Cash..... | \$3,962 75 |
| Due from agents..... | 265 09 |
| Due from solvent companies and individuals..... | 251 97 |
| Balance current liabilities..... | 25,099 13 |
| Total..... | \$29,578 94 |

CURRENT LIABILITIES ACCRUED TO AND
INCLUDING JUNE 30, 1890.

| | |
|--|--------------------|
| Audited vouchers and accounts..... | \$ 3,804 30 |
| Wages and salaries..... | 1,058 84 |
| Matured interest coupons unpaid (including coupons due July 1)..... | 24,715 80 |
| Total..... | \$29,578 94 |

* Materials and supplies on hand, \$790 01.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|----------------------------------|---------------------------------|---------------------|-------------------------|-----------------------------|--------------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$460,000 00 | \$460,000 00 | | 38 | \$12,105 26 |
| Bonds..... | 184,238 14 | 184,238 14 | | | 4,848 37 |
| Equipment trust obligations..... | 2,336 25 | 2,336 25 | | | 61 48 |
| Total..... | \$646,574 39 | \$646,574 39 | | 38 | \$17,015 11 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|---|---------------------|---------------------|-------------------------|---------------------|-----------------------------|--------------------|
| | | | | | Miles. | Amount. |
| Potomac, Fredericksburg & Piedmont..... | \$460,000 00 | \$186,574 39 | \$24,339 12 | \$670,913 51 | 38 | \$17,655 62 |
| Total..... | \$460,000 00 | \$186,574 39 | \$24,339 12 | \$670,913 51 | 38 | \$17,655 62 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| EXPENDITURES DURING YEAR. | | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|---|------------------------------------|------------------------------------|-------------------|
| ITEMS. | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment | | | |
| Construction: | | | | | | |
| Right of way..... | } | | | | | |
| Other real estate..... | | | \$1,940 68 | \$19,109 55 | \$21,050 23 | \$553 95 |
| Fences..... | | | | | | |
| Grading and bridge and culvert ma- sonry..... | | | | 542,653 48 | 542,653 48 | 14,280 35 |
| Bridges and trestles..... | | | | 7,533 69 | 7,533 69 | 198 25 |
| Rails..... | | | | | | |
| Ties..... | | | | 271,314 40 | 271,314 40 | 7,139 84 |
| Other superstruc- ture | | | | | | |
| Buildings, furniture, and fixtures..... | | | | 4,374 03 | 4,374 03 | 115 11 |
| Engineering ex- penses | | | | | | |
| Interest during con- struction..... | | | | | | |
| Discount on securi- ties sold for con- struction..... | | | | 109,500 00 | 109 500 | 2,881 56 |
| Sidings and yard extensions..... | | | | | | |
| Terminal facilities .. | | | | | | |
| Other items..... | | | | | | |
| Total construc- tion | | | 1,940 68 | 954,485 15 | 956,425 83 | 25,169 06 |
| Equipment: | | | | | | |
| Locomotives..... | | | 2,636 75 | 12,840 00 | 15,476 75 | 407 27 |
| Passenger cars..... | | | | 5,700 00 | 5,700 00 | 150 00 |
| Freight cars | | | | 9,639 05 | 9,639 05 | 253 66 |
| Total equipment..... | | | 2,636 75 | 28,179 05 | 30,815 80 | 810 93 |
| Grand total cost con- struction and equip..... | | | \$4,577 43 | \$982,664 20 | \$987,241 63 | \$25,979 99 |

INCOME ACCOUNT.

| | | |
|---|-------------|--------------|
| Gross earnings from operation..... | \$36,342 66 | |
| Less operating expenses..... | 23,841 94 | |
| Income from operation..... | | \$12,500 72 |
| Total income..... | | 12,500 72 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 10,782 66 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 86 00 | |
| Taxes..... | 1,174 88 | |
| Permanent improvements..... | 4,577 43 | |
| Total deductions from income..... | | 16,620 97 |
| Deficit..... | | 4,120 25 |
| Deficit from operations of year ending June 30, 1890..... | | 4,120 25 |
| Surplus on June 30, 1889..... | | 323,949 79 |
| | | 319,829 54 |
| Deductions for year..... | | 4,396 42 |
| Surplus on June 30, 1890..... | | \$315,433 12 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$6,058 80 | | |
| Less repayments—Tickets redeemed..... | | \$262 60 | |
| Excess fares refunded..... | | | |
| Other repayments..... | | | |
| Total deductions..... | | 262 60 | |
| Total passenger revenue..... | | | \$5,796 20 |
| Mail..... | | | 1,763 32 |
| Total passenger earnings..... | | | 7,559 61 |
| Freight: | | | |
| Freight revenue..... | 32,771 87 | | |
| Less repayments—Overcharge to shippers..... | | 3,988 82 | |
| Other repayments..... | | | |
| Total deductions..... | | 3,988 82 | |
| Total freight revenue..... | | | 28,783 05 |
| Total freight earnings..... | | | 28,783 05 |
| Total passenger and freight earnings..... | | | 36,342 66 |
| Total gross earnings from operation..... | | | \$36,342 66 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$1,553 67 | \$4,661 02 | \$6,214 69 |
| Renewals of ties..... | 349 18 | 647 55 | 996 73 |
| Repairs of bridges and culverts..... | 176 07 | 528 21 | 704 28 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 7 24 | 21 73 | 28 97 |
| Repairs of buildings..... | 42 52 | 123 58 | 166 10 |
| Other expenses..... | 22 54 | 67 63 | 90 17 |
| Total | 2,153 22 | 6,049 72 | 8,202 94 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 102 54 | 307 61 | 400 15 |
| Repairs and renewals of passenger cars..... | 56 34 | 169 03 | 225 37 |
| Repairs and renewals of freight cars..... | 253 27 | 759 83 | 1,013 10 |
| Shop machinery, tools, etc..... | 30 27 | 117 83 | 157 10 |
| Total | 451 42 | 1,354 30 | 1,805 72 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen..... | 526 46 | 1,579 37 | 2,105 83 |
| Fuel for locomotives..... | 405 94 | 1,217 82 | 1,623 76 |
| Water supply for locomotives..... | 16 31 | 48 95 | 65 26 |
| All other supplies for locomotives..... | 72 40 | 217 21 | 289 61 |
| Wages of other trainmen..... | 383 09 | 1,149 28 | 1,532 37 |
| Wages of switchmen, flagmen and watchmen..... | 102 70 | 308 12 | 410 82 |
| Wages of station agents, clerks and laborers..... | 636 89 | 1,910 67 | 2,547 56 |
| Station supplies..... | 65 47 | 196 43 | 261 90 |
| Loss and damage..... | 15 85 | 47 54 | 63 39 |
| Other expenses..... | 34 11 | 102 35 | 136 46 |
| Total..... | 2,259 22 | 6,777 74 | 9,036 96 |
| General expenses: | | | |
| Salaries of officers..... | 1,100 00 | 3,300 00 | 4,400 00 |
| Salaries of clerks..... | | | |
| General office expenses and supplies..... | 46 33 | 138 99 | 185 32 |
| Rentals not otherwise provided for..... | 52 75 | 158 25 | 211 00 |
| Total | 1,199 08 | 3,597 24 | 4,796 32 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 2,153 22 | 6,049 72 | 8,202 94 |
| Maintenance of equipment..... | 451 42 | 1,354 30 | 1,805 72 |
| Conducting transportation..... | 2,259 22 | 6,777 74 | 9,036 96 |
| General expenses..... | 1,199 08 | 3,597 24 | 4,796 32 |
| Grand total..... | 6,062 94 | 17,779 00 | 23,841 94 |
| Percentage of expenses to total earnings—entire line..... | 16.68 | 48.92 | 65.60 |
| Percentage of expenses to earnings from..... | 80.20 | 61.76 | |
| Operating expenses: | | | |
| Maintenance of way and structures..... | 2,153 22 | 6,049 72 | 8,202 94 |
| Maintenance of equipment..... | 451 42 | 1,354 30 | 1,805 72 |
| Conducting transportation..... | 2,259 22 | 6,777 74 | 9,036 96 |
| General expenses..... | 1,199 08 | 3,597 24 | 4,796 32 |
| Total | \$6,062 94 | \$17,779 00 | 23,841 94 |
| Percentage of expenses to total earnings..... | 16.68 | 48.92 | 65.60 |
| Percentage of expenses to total earnings from..... | 80.20 | 61.76 | |

CONTRACTS, AGREEMENTS, ETC.

Transportation of United States mail as adjusted by the general postoffice department. Transportation of convicts, insane persons, and state military companies for the state of Virginia. Conditional contract available for transportation of lumber.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|----------------------|-------------------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— |  |  |  |  | Miles. |
| First mortgage | Fredericksburg .. | Orange C. H. | 38 | All equipment. | All equipment. | |
| Second mortgage | Fredericksburg .. | Orange C. H. | 38 | | | |
| Land Damages—Land condemned and used for right of way in Orange county, Va. | | | | | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers..... | 3 | \$4,400 00 | \$15 65 |
| General office clerks..... | 1 | 500 00 | 1 60 |
| Station agents..... | 5 | 1,020 00 | 66 |
| Other station men..... | 2 | 704 25 | 1 12 $\frac{3}{4}$ |
| Enginemen..... | 2 | 1,706 00 | 2 75 |
| Firemen..... | 2 | 782 00 | 1 25 |
| Conductors..... | 1 | 785 00 | |
| Other trainmen..... | 2 | 704 25 | 1 12 $\frac{3}{4}$ |
| Carpenters..... | 1 | 547 75 | 1 75 |
| Section foremen..... | 2 | 963 00 | 1 56 |
| Other trackmen..... | 21 | 6,134 73 | 93 $\frac{1}{2}$ |
| Switchmen, flagmen, and watchmen..... | 1 | 410 62 | 1 12 $\frac{3}{4}$ |
| Total (including "general officers")..... | 43 | 18,657 60 | |
| Less "general officers"..... | 4 | 4,900 00 | |
| Total (excluding "general officers")..... | 39 | 13,757 60 | |
| Distribution of above: | | | |
| General administration..... | 4 | 4,900 00 | 15 65 |
| Maintenance of way and structures..... | 24 | 7,645 48 | 24 42 |
| Maintenance of equipment..... | | | |
| Conducting transportation..... | 15 | 6,112 12 | 18 88 |
| Total (including "general officers")..... | 43 | 18,657 60 | 58 95 |
| Less "general officers"..... | 4 | 4,900 00 | 15 65 |
| Total (excluding "general officers")..... | 39 | 13,757 60 | 43 30 |
| Total (incl'g "general officers")—entire line... | 43 | \$18,657 60 | \$58 95 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEM. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 9,691 | |
| Number of passengers carried one mile..... | 199,649 | |
| Average distance carried..... | 20.60 | |
| Total passenger revenue..... | | \$5,796 29 |
| Average amount received from each passenger..... | | 59.811 |
| Average receipts per passenger per mile..... | | 2.903 |
| Estimated cost of carrying each passenger one mile..... | | 3.036 |
| Passenger earnings per mile of road..... | | 152 53.395 |
| Passenger earnings per train mile..... | | 22.775 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 26,837 | |
| Number of tons carried one mile..... | 584,671 | |
| Average distance haul of one ton..... | 21.78 | |
| Total freight revenue..... | | 28,783 05 |
| Average amount received for each ton of freight..... | | 1 07.251 |
| Average receipts per ton per mile..... | | 4.923 |
| Estimated cost of carrying one ton one mile..... | | 3.041 |
| Freight earnings per mile of road..... | | 757 44.869 |
| Freight earnings per train mile..... | | 1 01.365 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 34,579 34 |
| Passenger and freight revenue per mile of road..... | | 909 98.263 |
| Passenger and freight earnings..... | | 36,342 66 |
| Passenger and freight earnings per mile of road..... | | 956 38.421 |
| Gross earnings from operation..... | | 36,342 66 |
| Gross earnings from operation per mile of road..... | | 956 38.421 |
| Expenses..... | | 23,841 94 |
| Expenses per mile of road..... | | 627 41.947 |
| Train mileage: | | |
| Miles run by passenger trains..... | 6,362 | |
| Miles run by freight trains..... | 22,034 | |
| Miles run by mixed trains..... | 25,450 | |
| Total mileage trains earning revenue..... | 28,396 | |
| Miles run by switching trains..... | 1,272 | |
| Miles run by construction and other trains..... | 6,389 | |
| Grand total train mileage..... | 34,785 | |
| Mileage of loaded freight cars—north or east..... | Not registered. | |
| Mileage of loaded freight cars—south or west..... | | |
| Mileage of empty freight cars—north or east..... | | |
| Mileage of empty freight cars—south or west..... | | |
| Average number of freight cars in train..... | | 7 |
| Average number of loaded cars in train..... | | 4 |
| Average number of empty cars in train..... | | 3 |
| Average number of tons of freight in train..... | | 32 |
| Average number of tons of freight in each loaded car..... | | 8 |

Four miles per round-trip of seventy-six miles has been fixed upon as the average of miles run by switching trains.

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight origi- nated on this road. Whole tons. | Freight received from connect- ing roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|---|---|--|---------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | 860 | | 860 | 3.24 |
| Flour..... | 183 | | 183 | .08 |
| Other mill products..... | 107 | | 107 | .40 |
| Hay..... | 778 | | 778 | 2.89 |
| Tobacco..... | 8 | | 8 | .03 |
| Fruit and vegetables..... | 29 | | 29 | .11 |
| Products of animals : | | | | |
| Live stock..... | 66 | | 66 | .25 |
| Dressed meats..... | 17 | | 17 | .06 |
| Other packing-house products..... | | 36 | 36 | .13 |
| Poultry, game, and fish..... | 95 | | 95 | .35 |
| Wool..... | 3 | | 3 | .01 |
| Hides and leather..... | 5 | | 5 | .02 |
| Butter..... | 3 | | 3 | .01 |
| Eggs..... | 80 | | 80 | .30 |
| Products of mines : | | | | |
| Anthracite coal..... | | 86 | 86 | .32 |
| Ores..... | 1 | | 1 | .01 |
| Stone, sand, and other like articles..... | 82 | | 82 | .31 |
| Products of forest : | | | | |
| Lumber..... | 19,301 | | 19,301 | 71.92 |
| Sumac..... | 68 | | 68 | .26 |
| Wood bark..... | 2,742 | | 2,742 | 10.22 |
| Manufactures : | | | | |
| Petroleum and other oils..... | | 58 | 58 | .22 |
| Sugar..... | | 72 | 72 | .27 |
| Naval stores..... | | 2 | 2 | .01 |
| Other castings and machinery..... | 43 | 5 | 48 | .18 |
| Bar and sheet metal..... | | 17 | 17 | .07 |
| Cement, brick, and lime..... | 65 | 76 | 141 | .53 |
| Agricultural implements..... | | 23 | 23 | .09 |
| Wagons, carriages, tools, etc..... | 3 | 14 | 17 | .06 |
| Wines, liquors, and beers..... | | 16 | 16 | .06 |
| Household goods and furniture..... | 15 | 25 | 40 | .15 |
| Guano..... | | 1,052 | 1,052 | 3.92 |
| Merchandise..... | 11 | 18 | 29 | .11 |
| Miscellaneous—other commodities not mentioned above..... | 381 | 382 | 763 | 2.83 |
| Total tonnage..... | 24,955 | 1,882 | 26,837 | 100 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|----------------------------------|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger | 1 | 3 | | | | |
| Freight | | | | | | |
| Total..... | 1 | 3 | | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 1 | | | | |
| Second-class passenger cars..... | | 1 | | | | |
| Combination passenger cars..... | | 1 | | | | |
| Total..... | | 3 | | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | 2 | 6 | | | | |
| Flat cars..... | | 26 | | | | |
| Stock cars..... | | 2 | | | | |
| Total..... | 2 | 34 | | | | |
| Total owned..... | | 37 | | | | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | Line operated under trackage rights. | | Iron. | Steel. |
| Miles of single track..... | 38 | | | 38 | | |
| Miles of yard track, sidings, and spurs..... | 2 | | | 2 | | |
| Total mileage operated (all tracks)..... | 40 | | | 40 | 39.67 | .33 |

NEW TIES LAID DURING YEAR. .

| KIND. | Number. | Average price at distributing point. |
|------------|---------|--------------------------------------|
| Oak..... | 7,561 | |
| Total..... | 7,561 | 13.19 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | | | | | | |
| Freight..... | | | | | | | |
| Switching..... | | 455.75 | | | | 34,785 | 29.34 |
| Construction..... | | | | | | | |
| Average cost at distributing point..... | | | | | | | \$3 68 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | | | ALIGNMENT. | | | PROFILE. | | | | | |
|--------------------------------|----------------------------|--------|-------------------|-----------------------------------|--------------------------|-----------------------|-------------------|----------------|---------------------------------------|--------------------|------------------|--|--|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved lines. | Length of straight line. | Length of level line. | ASCENDING GRADES. | | | DESCENDING GRADES. | | | |
| | | | | Miles. | Miles. | Miles. | Number. | Sum of ascent. | Aggregate length of ascending grades. | Number. | Sum of descents. | Aggregate length of descending grades. | |
| | | | | | | | | Feet. | Miles. | | Feet. | Miles. | |
| Fredericksburg, Va.... | Orange Court-house, Va.... | 38 | 22 | 8.50 | 29.50 | 8.40 | 36 | 972 | 18.52 | 24 | 507 | 11.08 | |
| Total..... | | 38 | 22 | 8.50 | 29.50 | 8.40 | 36 | 972 | 18.52 | 24 | 507 | 11.08 | |

BRIDGES, TRETTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-----------------------------|-----------|-----------------|-------|-----------------|-------|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Wooden..... | 5 | ..... | ..... | ..... | ..... | 184 | | | |
| Combination..... | 1 | ..... | ..... | ..... | ..... | 22 | | | |
| Total..... | 6 | ..... | ..... | ..... | ..... | 206 | | | |
| Trestles..... | 10 | ..... | ..... | ..... | ..... | 1,558 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 2 { | ..... | ..... | ..... | ..... |  |  | 15 | 6 |
| | 1 | ..... | ..... | ..... | ..... |  |  | 14 | 6 |

Gauge of track—three feet; thirty-eight miles.

OATH.

STATE OF VIRGINIA,
CORPORATION OF FREDERICKSBURG, } ss.

We, the undersigned, L. Harry Richards, president, and W. H. Richards, treasurer of the Potomac, Fredericksburg & Piedmont railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

L. HARRY RICHARDS,
President.

W. N. RICHARDS,
Treasurer.

Subscribed and sworn to before me this 27th day of October, 1890.

A. B. BOTTS,
Notary Public.

RICHMOND CITY AND SEVEN PINES RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—Richmond City & Seven Pines railway company.

Date of organization—June 14th, 1888.

Organized under the laws of the state of Virginia by act approved February 3d, 1888, which act of assembly was amended by two acts, both of which were approved February 24th, 1890.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|---------------------------------|-----------------------------|
| A. G. Babcock..... | East Richmond, Va..... | June 14th, 1891. |
| V. Hechler, Jr..... | 1708 E. Main st., Richmond, Va. | |
| C. L. Miller..... | East Richmond, Va..... | |
| F. M. Connor..... | Richmond, Va..... | |
| Jas. H. Hardgrove..... | Richmond, Va..... | |
| John C. Fowler..... | East Richmond, Va..... | |

Total number of stockholders at date of last election—13.

Date of last meeting of stockholders for election of directors—June 14th, 1890.

Postoffice address of operating office—Corner Twenty-sixth and Q streets, Richmond, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|-----------------|---------------------|
| President | A. G. Babcock. | |
| Secretary and Treasurer..... | John C. Fowler. | |
| General Manager..... | V. Hechler, Jr. | |
| General Ticket Agent..... | Jas. R. Orem. | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|-------------------------------|---------------|------------------|----------------|
| | From— | To— | |
| R. C. & S. P. Railway Co..... | Richmond..... | Seven Pines..... | 7.50 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 182 | \$100 00 | \$100,000 00 | \$18,200 00 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common... | 20 | \$2,000 00 | 20 | | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of issue authorized. | Amount issued. | Amount outstanding. | Cash received on the amount issued. | INTEREST. | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. |
| Mortgage..... | 1888 | 1918 | Unlimited. | \$65,000 00 | \$63,000 00 | *\$4,800 00 | 6 per cent. | May & Nov. | \$3,780 00 |

*Approximate.

EQUIPMENT TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. | Remarks. |
|------------------------------|-----------------|-----------------|---------------------|---|----------|
| First mortgage..... | 1890—May 1..... | Five years..... | Sixty | <div style="display: flex; align-items: center;"> <div style="margin-right: 5px;">{</div> <div style="margin-right: 5px;">2 locomotives.</div> <div style="margin-right: 5px;">4 coaches.</div> <div style="margin-right: 5px;">4 flat cars.</div> <div style="margin-right: 5px;">1 box car.</div> <div style="margin-left: 5px;">}</div> </div> | |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | Rate. |
|------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|-----------------------------|-------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. | |
| First mortgage..... | \$2,750 00 | \$10,077 00 | \$10,499 00 | | | | | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|--------------------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$65,000 00 | \$63,000 00 | \$3,780 00 | |
| Miscellaneous obligations..... | 10,077 00 | 10,499 00 | | |
| Total..... | \$75,077 00 | \$73,499 00 | \$3,780 00 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|------------|--|------------|
| Cash..... | \$163 19 | Loans and bills payable..... | \$1,978 57 |
| Other cash assets*..... | 50 50 | Audited vouchers and accounts..... | 73 42 |
| Balance current liabilities..... | 2,468 80 | Matured interest coupons unpaid (including coupons due July 1).... | 630 00 |
| Total | \$2,681 99 | Total | \$2,681 99 |

*Materials and supplies on hand, \$50 00.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|----------------------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$18,200 00 | ..... | ..... | 7.50 | \$2,426 00 |
| Bonds | 63,000 00 | ..... | ..... | 7.50 | 8,400 00 |
| Equipment trust obligations..... | 10,499 05 | ..... | ..... | 7.50 | 1,393 86 |
| Total | \$91,699 05 | ..... | ..... | ..... | \$12,219 86 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|--|----------------|--------------|----------------------|-------------|--------------------------|-------------|
| | | | | | Miles. | Amount. |
| Richmond City and Seven Pines railway company..... | \$18,200 00 | \$63,000 00 | \$2,468 80 | \$83,668 80 | 7.50 | \$11,155 84 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

This road was built largely by contractors, and finished up by the company and no accurate account was kept of these items.

INCOME ACCOUNT.*

| | |
|---|------------|
| Gross earnings from operation | \$5,572 69 |
| Deductions from income: | |
| Interest on funded debt accrued..... | \$3,780 00 |
| Rentals..... | 50 00 |
| Deficit from operations of year ending June 30, 1890..... | 2,490 36 |

* The business of the company has been such that no books have been kept except a cash book, as the company did not deem it necessary.

EARNINGS FROM OPERATION.

| | |
|---|------------|
| Total passenger and freight earnings..... | \$5,572 69 |
|---|------------|

The books have not been kept so as to give the divisions required.

OPERATING EXPENSES.

| | |
|--|------------|
| Maintenance of way and structures, equipment, conducting transportation, and general expenses..... | \$8,083 06 |
|--|------------|

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|--------------------------|-------------------------------|---|---------|---------|
| Yards and depot..... | Cor. 26th & Q streets..... | W. B. & Hallie Tabb..... | \$50 00 | |
| | | Total rentals..... | | \$50 00 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|------------------------------|--------|----------------|--------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| ASSETS. | | | | | |
| Cost of road..... | | | *\$40,550 00 | | |
| Cost of equipment..... | | | 11,650 00 | | |
| Land owned..... | | | †475 00 | | |
| Cash and current assets..... | | | 313 19 | | |
| Material and supplies..... | | | 50 00 | | |

* Approximate. † Right of way.

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|--------------------------|--------|----------------|-------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| LIABILITIES. | | | | | |
| Capital stock..... | | | \$18,200 00 | | |
| Funded debt..... | | | 73,499 05 | | |
| Current liabilities..... | | | 2,468 80 | | |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | | What equipment mortgaged. | | What income mortgaged. | | What securities mortgaged. | |
|------------------------------|--|----------------------|------------------|--------------------------------------|----------|---------------------------|--|------------------------|--|----------------------------|--|
| | | From— | To— | Miles. | | | | | | | |
| First mortgage..... | | Richmond..... | Seven Pines..... | 7.50 | \$640 00 | All rolling stock. | | | | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|-------------------------------|---------|----------------------------|-----------------------------|
| General officers: | | | |
| Secretary and treasurer | | \$180 00 | |
| Station agents | 1 | 420 00 | |
| Enginemen | 1 | | \$2 00 |
| Firemen | 1 | 365 00 | 1 00 |
| Conductors | 1 | 420 00 | |
| Section foreman | 1 | | 1 50 |
| Other trackmen | 2 | | 1 00 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---------------------------------|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives | | 2 | | | | |
| Total | | 2 | | | | |
| Cars in passenger service | | 4 | | | | |
| Total | | 4 | | | | |
| Cars in freight service: | | | | | | |
| Box cars | | 1 | | | | |
| Flat cars | | 4 | | | | |
| Total | | 5 | | | | |
| Grand total | | 11 | | | | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINK REPRESENTED BY CAPITAL STOCK. | | Line operated under trackage rights. | Total mileage operated. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track | 7.50 | | | | | |
| Miles of yard track, sidings, and spurs | .25 | | | | | |
| Total mileage operated (all tracks) | 7.75 | | | | | |

CHARACTERISTICS OF ROAD.*

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---------------|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| FROM— | To— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Richmond..... | Seven Pines.. | 7.50 | 18 | 2 | 5.50 | 5.50 | 6 | 2½ | 1 | 5 | 2½ | 1 |

* Approximate.

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Wooden..... | 1 | | | | | 400 | | | |

Gauge of track—four feet, eight inches; 7.50 miles.

EXPLANATORY REMARKS.

As this company has but one office, and their business being a cash one, and very small, too, and not feeling able to employ a book-keeper, they have never kept anything but a cash book, so it is impossible to answer many of the questions in this report.

OATH.

STATE OF VIRGINIA, }
CITY OF RICHMOND, } ss:

We, the undersigned, A. G. Babcock, president, and John C. Fowler, treasurer of the Richmond City and Seven Pines railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. G. BABCOCK,
President.

JOHN C. FOWLER,
Treasurer.

Subscribed and sworn to before me this 21st day of October, 1890.

ARTHUR L. PLEASANTS,
Notary Public.

SOUTH ATLANTIC AND OHIO RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—South Atlantic & Ohio railroad company.

Date of organization—May 17th, 1877.

Organized under the laws of the state of Virginia, act approved March 27, 1876, chapter 193; amended March 21, 1877; amended March 12, 1878; amended December 19, 1879; amended January 20, 1882; amended February 14, 1882; amended and re-enacted February 18, 1888.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|-----------------------|-----------------------------|
| F. W. Hurdekoper..... | Washington, D. C..... | September, 1890. |
| F. H. Wentworth, Jr..... | Washington, D. C..... | |
| Wm. D. Jones..... | Philadelphia, Pa..... | |
| H. C. Wood..... | Estillville, Va..... | |
| W. G. Oakman..... | New York, N. Y..... | |
| B. S. Clark..... | New York, N. Y..... | |
| H. W. Bates..... | Bristol, Va..... | |

Total number of stockholders at date of last election—10.

Date of last meeting of stockholders for election of directors—September, 1889.

Postoffice address of general office—Bristol, Tenn.

Postoffice address of operating office—Bristol, Tenn.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|--------------------------|---------------------|
| President..... | F. W. Hurdekoper..... | Washington, D. C. |
| Vice-President..... | H. W. Bates..... | Bristol, Va. |
| Secretary and Treasurer..... | T. H. Wentworth, Jr..... | Washington, D. C. |
| General Solicitor..... | R. A. Ayers..... | Estillville, Va. |
| Auditor..... | Geo. A. Blackmore..... | Bristol, Va. |
| General Manager..... | H. W. Bates..... | Bristol, Va. |
| Chief Engineer..... | W. F. Gordon..... | Bristol, Va. |
| Superintendent..... | Geo. H. Graves..... | Bristol, Va. |
| General Freight Agent..... | W. C. Harrington..... | Bristol, Va. |
| General Passenger Agent..... | W. C. Harrington..... | Bristol, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|----------------------------|------------------|------------------------|----------------|
| | From— | To— | |
| South Atlantic & Ohio..... | Bristol, Va..... | Big Stone Gap, Va..... | 70 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 11,100 | \$100 | \$10,000,000 | \$1,110,000 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on amount received during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for construction: Common..... | 5,100 | \$510,000 | 11,100 | \$1,110,000 | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | INTEREST. | | |
|------------------------------|--|------------------------|---|--|--|--|---|-------------------------|---------------------------------------|
| | | | | | | | Rate. | When payable. | Amount accrued during year. |
| First mortgage..... | { Jan., 1887 Dec., 1888 June, 1889 | { 1917 1917 1917 | { \$10,000,000 00 \$10,000,000 00 \$10,000,000 00 | { \$800,000 00 200,000 00 850,000 00 | { \$800,000 00 200,000 00 850,000 00 | { \$800,000 00 200,000 00 850,000 00 | 6 per cent. 6 per cent. 6 per cent. | ..... ..... ..... | \$48,000 00 12,000 00 51,000 00 |
| Grand total..... | | | \$1,850,000 00 | \$1,850,000 00 | \$1,850,000 00 | \$1,850,000 00 | | | \$111,000 00 |

EQUIPMENT TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. | Remarks. |
|------------------------------|--------------------|----------------|---------------------|---------------------------|----------|
| Schedule No. 1..... | Aug. 30, 1889..... | Ten years..... | Forty..... | Locomotives and cars..... | |
| Schedule No. 2..... | Jan. 1, 1890..... | Ten years..... | Forty..... | Locomotives and cars..... | |
| Schedule No. 3..... | June 1, 1890..... | Ten years..... | Forty..... | Locomotives and cars..... | |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST.* | | | | Rate. |
|--|-------------------------------------|------------------------------|---------------------|------------------------------|---------------------|-----------------------------|-----------------------------|-------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. | |
| Schedule No. 1..... | | \$52,000 00 | \$48,100 00 | | | | | |
| Schedule No. 2..... | | 26,600 00 | 26,600 00 | | | | | |
| Schedule No. 3..... | | 30,800 00 | 30,800 00 | | | | | |
| Total "Miscellaneous Obligations"..... | | \$110,800 00 | \$105,500 00 | | | | | |

* Interest paid quarterly on principal outstanding.

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|--------------------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$1,850,000 00 | \$1,850,000 00 | | |
| Miscellaneous obligations..... | 110,800 00 | 105,500 00 | \$111,000 00 | |
| Total..... | \$1,960,800 00 | \$1,955,500 00 | | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|-------------|---|-------------|
| Cash..... | \$6,993 05 | Audited vouchers and accounts..... | \$ 3,845 58 |
| Due from agents..... | 7,382 32 | Wages and salaries..... | 4,983 70 |
| Due from solvent companies and individuals..... | 14,715 15 | Balance cash assets | 20,261 24 |
| Total..... | \$29,090 52 | Total..... | \$29,090 52 |

Materials and supplies on hand included in machine shop account.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|----------------------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$1,110,000 00 | \$1,110,000 00 | ..... | 70 | \$15,857 14 |
| Bonds..... | 1,850,000 00 | 1,850,000 00 | ..... | 70 | 26,428 59 |
| Equipment trust obligations..... | 105,500 00 | 105,500 00 | ..... | 70 | 1,507 14 |
| Total..... | \$3,065,500 00 | \$3,065,500 00 | ..... | 70 | \$43,792 85 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|---------------------------|----------------|----------------|----------------------|----------------|--------------------------|-------------|
| | | | | | Miles. | Amount. |
| South Atlantic & Ohio ... | \$1,110,000 00 | \$1,850,000 00 | \$105,800 00 | \$3,065,000 00 | 70 | \$43,792 85 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|--|----------------|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | | |
| Construction: | | | | | | | |
| Other superstructure. | | \$10,684 58 | | | | \$10,864 58 | \$155 20 |
| Shop machinery and tools and material. | | 14,023 73 | | | | 14,023 73 | 200 34 |
| Road built by contract. | | | \$1,360,000 00 | 1,600,000 00 | 2,960,000 00 | | 42,285 71 |
| Other items. | | 4,625 00 | | | | | 66 09 |
| Total construction | | 29,333 31 | 1,360,000 00 | 1,600,000 00 | 2,989,333 31 | | 42,707 34 |
| Equipment: | | | | | | | |
| Locomotives | | | | | | | |
| Passenger cars | | | | | | | |
| Sleeping, parlor and dining cars | | | | | | | |
| Baggage, express and postal cars | | 16,730 21 | | | 16,730 21 | 239 13 | |
| Combination cars | | | | | | | |
| Freight cars | | | | | | | |
| Other cars of all classes | | | | | | | |
| Floating equipment | | | | | | | |
| Total equipment | | 16,730 21 | | | | | |
| Grand total cost construction and equip. | | \$46,072 52 | \$1,360,000 00 | \$1,600,000 00 | \$3,006,072 52 | | \$42,946 47 |

INCOME ACCOUNT.

| | |
|---|--------------|
| Gross earnings from operation..... | \$116,271 43 |
| Less operating expenses..... | 62,804 45 |
| Income from operation..... | \$53,466 98 |
| Deductions from income: | |
| Taxes and insurance..... | 4,262 19 |
| Net income..... | 49,204 79 |
| Surplus from operations of year ending June 30, 1890..... | 49,204 79 |
| Surplus on June 30, 1889..... | 17,198 27 |
| Surplus on June 30, 1890..... | \$66,333 76 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions, Account of re-payments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$31,604 76 | | |
| Total passenger revenue..... | | | \$31,604 76 |
| Mail..... | 2,446 02 | | |
| Express..... | 944 71 | | 3,390 73 |
| Total passenger earnings..... | | | 34,995 49 |
| Freight: | | | |
| Freight revenue..... | 71,344 29 | | |
| Total freight revenue..... | | | 71,344 29 |
| Total passenger and freight earnings..... | | | 106,339 78 |
| Other earnings from operation: | | | |
| Car mileage—balance..... | 6,021 59 | | |
| Telegraph companies..... | 3,723 16 | | |
| Rentals not otherwise provided for..... | 186 90 | | |
| Total other earnings..... | | | 9,931 65 |
| Total gross earnings from operation..... | | | \$116,271 43 |

MISCELLANEOUS INCOME.

| ITEMS: | Gross income. | Less expenses. | Net miscellaneous income. |
|------------------------|---------------|----------------|---------------------------|
| Rent of buildings..... | \$186 90 | | \$186 90 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS | Chargeable to Passenger Traffic.* | Chargeable to Freight Traffic.* | Total. |
|---|---|---------------------------------------|-------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | | | \$13,855 31 |
| Repairs of bridges and culverts..... | | | 534 10 |
| Repairs of buildings..... | | | 243 75 |
| Repairs of telegraph..... | | | 779 35 |
| Total | | | 15,412 51 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | | | 2,533 90 |
| Repairs and renewals of passenger cars..... | | | 4,313 48 |
| Repairs and renewals of freight cars..... | | | |
| Total | | | 6,847 38 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen..... | | | 5,484 75 |
| Fuel for locomotives..... | | | 7,916 15 |
| Water supply for locomotives..... | | | 681 88 |
| All other supplies for locomotives..... | | | 633 76 |
| Wages of other trainmen..... | | | 4,009 81 |
| All other train supplies..... | | | 955 37 |
| Wages of switchmen, flagmen and watchmen..... | | | 1,347 00 |
| Expense of telegraph, including train dispatchers and operators..... | | | 1,140 00 |
| Wages of station agents, clerks and laborers..... | | | 6,191 40 |
| Station supplies..... | | | 690 70 |
| Loss and damage..... | | | 682 54 |
| Total | | | 30,363 35 |
| General expenses: | | | |
| Salaries of officers..... | | | 5,099 96 |
| Salaries of clerks..... | | | 1,580 74 |
| General office expenses and supplies..... | | | 1,341 48 |
| Advertising..... | | | 298 47 |
| Legal expenses..... | | | 338 20 |
| Stationery and printing..... | | | 1,522 36 |
| Total | | | 10,181 21 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | | | 15,412 51 |
| Maintenance of equipment..... | | | 6,847 38 |
| Conducting transportation..... | | | 30,363 35 |
| General expenses..... | | | 10,181 21 |
| Grand total..... | | | 62,804 45 |
| Per cent'ge of expenses to total earnings—entire line..... | | | \$54 02 |

* Not kept separate.

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|----------------|------------------------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| | \$1,600,000 00 | Cost of road..... | \$2,980,333 31 | \$1,380,333 31 | |
| | 19,597 47 | Cost of equipment..... | 122,239 21 | 122,239 21 | |
| | | Cash and current assets..... | 20,261 24 | 693 77 | |
| | \$1,619,597 47 | Grand total..... | \$3,131,833 76 | \$1,512,236 29 | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|----------------|----------------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| | \$900,000 00 | Capital stock..... | \$1,110,000 00 | \$610,000 00 | |
| | 1,000,000 00 | Funded debt..... | 1,955,500 00 | 955,500 00 | |
| | 19,597 47 | Profit and loss..... | 64,333 76 | 46,736 29 | |
| | \$1,619,597 47 | Grand total..... | \$3,131,833 76 | \$1,512,236 29 | |

CONTRACTS, AGREEMENTS, ETC.

Contract with the Southern Express company—Express to be carried on one train each way daily except Sundays. Railroad company to have 40 per cent. of the gross earnings.
 Mails to be carried between Bristol and Clinchport under an order from the postoffice department on basis of yearly compensation, \$1,000 45.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|------------------------------|----------------------|--------------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | | | | | |
| First mortgage..... | Bristol | Big Stone Gap..... | 70 | \$26,458 57 | | | |
| Equipment trust..... | | | | 1,582 85 | | | |
| | | | | All. | | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 3 | \$5,099 96 | \$5 43 |
| General office clerks..... | 2 | | 2 52 |
| Station agents..... | 10 | | 1 26 |
| Other station men..... | 8 | | 1 00 |
| Enginemen..... | 4 | | 2 84 |
| Firemen..... | 4 | | 1 50 |
| Conductors..... | 4 | | 2 67 |
| Other trainmen..... | 5 | | 1 28 |
| Machinists..... | 4 | | 3 00 |
| Carpenters..... | 3 | | 1 67 |
| Other shopmen..... | 13 | | 1 29 |
| Section foremen..... | 11 | | 1 34 |
| Other trackmen..... | 55 | | 85 |
| Switchmen, flagmen, and watchmen..... | 5 | | 1 00 |
| Telegraph operators, dispatchers and linemen..... | 4 | | 1 00 |
| Total (including "general officers")..... | 135 | 5,099 96 | |
| Less "general officers"..... | 3 | 5,099 96 | |
| Total (excluding "general officers")..... | 132 | | |
| Distribution of above: | | | |
| General administration..... | 5 | | 4 25 |
| Maintenance of way and structures..... | 66 | | 93 |
| Maintenance of equipment..... | 25 | | 1 43 |
| Conducting transportation..... | 39 | | 1 51 |
| Total (including "general officers")..... | 135 | | |
| Less "general officers")..... | 3 | | |
| Total (excluding "general officers")..... | 132 | | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEM. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 32,778 | |
| Number of passengers carried one mile..... | 768,704 | |
| Average distance carried..... | 23.45 | |
| Total passenger revenue..... | | \$31,904 76 |
| Average amount received from each passenger..... | | 96.73 |
| Average receipts per passenger per mile..... | | 04.125 |
| Estimated cost of carrying each passenger one mile..... | | 02.508 |
| Passenger earnings per mile of road..... | | 451 50 |
| Passenger earnings per train mile..... | | 47.143 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 51,189 | |
| Number of tons carried one mile..... | 1,624,680 | |
| Average distance haul of one ton..... | 31.74 | |
| Total freight revenue..... | | 71,344 29 |
| Average amount received for each ton of freight..... | | 1 39.37 |
| Average receipts per ton per mile..... | | 04.391 |
| Estimated cost of carrying one ton one mile..... | | 85.02 |
| Freight earnings per mile of road..... | | 1,019 20 |
| Freight earnings per train mile..... | | 1 06.08 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 102,940 05 |
| Passenger and freight revenue per mile of road..... | | 1,470 70 |
| Passenger and freight earnings..... | | 106,339 78 |
| Passenger and freight earnings per mile of road..... | | 1,519 14 |
| Gross earnings from operation..... | | 116,271 43 |
| Gross earnings from operation per mile of road..... | | 1,646 74 |
| Expenses..... | | 62,804 45 |
| Expenses per mile of road..... | | 897 20 |
| Train mileage: | | |
| Miles run by mixed trains—freight and passenger..... | 67,253 | |
| Total mileage trains earning revenue..... | 67,253 | |
| Miles run by switching trains..... | 14,374 | |
| Miles run by construction and other trains..... | 11,816 | |
| Grand total train mileage..... | 93,443 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight origi- nating on this road. Whole tons.* | Freight received from connect- ing roads and other carriers. Whole tons.* | TOTAL FREIGHT TONNAGE. | |
|---|---|---|---------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | | | 1,485 | 9.24 |
| Flour..... | | | 1,609 | 1.36 |
| Other mill products..... | | | 314 | 4.88 |
| Hay..... | | | 979 | 8.00 |
| Tobacco..... | | | 6 | 8.97 |
| Fruit and vegetables..... | | | 101 | 4.24 |
| Products of animals: | | | | |
| Live stock..... | | | 1,212 | |
| Dressed meats..... | | | 350 | 10.09 |
| Hides and leather..... | | | | .25 |
| Products of mines: | | | | |
| Bituminous coal..... | | | 710 | 3.89 |
| Stone, sand, and other like articles..... | | | 1,855 | |
| Products of forest: | | | | |
| Lumber, logs, and staves..... | } | | 29,868 | 15.92 |
| Tan bark, &c..... | | | | |
| Manufactures: | | | | |
| Petroleum and other oils..... | | | 190 | 4.35 |
| Sugar..... | | | 73 | 3.15 |
| Naval stores..... | | | 746 | 7.42 |
| Iron and steel rails..... | | | 2,610 | 5.15 |
| Other castings and machinery..... | | | 594 | 4.49 |
| Agricultural implements..... | | | 64 | 4.92 |
| Wines, liquors, and beers..... | | | 234 | 10.36 |
| Household goods and furniture..... | | | 90 | .36 |
| Merchandise..... | | | 4,003 | 12.97 |
| Miscellaneous—other commodities not mentioned above..... | | | 4,090 | 2.43 |
| Total tonnage..... | | | 51,189 | |

* Not kept separate.

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 2 | | | | |
| Freight..... | 3 | 4 | 6 | | | |
| Total..... | 3 | 6 | 6 | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | 3 | 6 | 6 | | 6 | |
| Combination passenger cars..... | 2 | 3 | 3 | | 3 | |
| Baggage, express, and postal cars..... | | 1 | 1 | | 1 | |
| Other cars in passenger service..... | 1 | 1 | 1 | | 1 | |
| Total..... | 6 | 11 | 11 | | 11 | |
| Cars in freight service: | | | | | | |
| Box cars..... | 150 | 170 | | | | |
| Flat cars..... | 25 | 65 | | | | |
| Stock cars..... | 25 | 25 | | | | |
| Total..... | 200 | 260 | | | | |
| Grand total..... | | 271 | | | | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 70 | 8.06 | 70 | 30 | ..... | All. |
| Miles of yard track, sidings, and spurs..... | ..... | 8.06 | 8.06 | 4.71 | ..... | All. |
| Total mileage operated (all tracks)..... | 70 | 8.06 | 78.06 | 34.71 | ..... | All. |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|-------------------|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | } | 2,111 | ..... | ..... | 2,111 | 67,253 | 70.3 |
| Freight..... | | 450 | ..... | ..... | 450 | 14,374 | 70.1 |
| Switching..... | | 371 | ..... | ..... | 371 | 11,816 | 70.4 |
| Construction..... | | | | | | | |
| Total..... | | 2,932 | ..... | ..... | 2,932 | 93,443 | 70.3 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|-----|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | | Aggregate length of descending grades. Miles. |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. | |
| Bristol..... Big Stone Gap. | | | 203 | 26,246.2 | 43,281.8 | 8,319.9 | 149 | 2,264 | 34,105.2 | 102 | 2,281 | 27,202.9 | |

BRIDGES, TRETTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|---------------|---------|-----------------|-------|-----------------|-------|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| | | | | | | | | | |
| Bridges: | | | | | | | | | |
| Iron | 9 | 45 | ..... | 125 | ..... | 530 | | | |
| Wooden..... | 9 | 82 | 6 | 135 | ..... | 1,270 | | | |
| Total..... | 18 | 127 | 6 | 260 | ..... | 1,800 | | | |
| Trestles..... | 58 | 15 | 05 | 701 | ..... | 12,650 | | | |
| Tunnels..... | 3 | 100 | ..... | 916 | ..... | 1,166 | | | |

Gauge of track—four feet, nine inches.

TELEGRAPH.

Owned by company making this report.

| MILES OF LINE. | MILES OF WIRE. | OPERATED BY THIS COMPANY. | |
|----------------|----------------|---------------------------|----------------|
| | | Miles of line. | Miles of wire. |
| 65.24 | 65.24 | 65.24 | 65.24 |

OATH.

STATE OF VIRGINIA,
COUNTY OF WASHINGTON, } ss :

We, the undersigned, H. W. Bates, vice-president, and W. C. Harrington, acting auditor, of the South Atlantic & Ohio railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

H. W. BATES,
Vice-President.

W. C. HARRINGTON,
Acting Auditor.

Subscribed and sworn to before me this 6th day of November, 1890.

GEO. A. BLACKMORE,
Notary Public.

CUMBERLAND VALLEY & MARTINSBURG RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Cumberland Valley and Martinsburg railroad company.

Date of organization—March 17th, 1888.

Organized under the laws of West Virginia—Acts of Assembly, February 19, 1868 February 28, 1870; and laws of Virginia, Acts of Assembly July 9, 1870; February 24, 1888; December 19, 1889.

The Martinsburg and Potomac railroad company was merged into the Cumberland Valley and Martinsburg railroad company under act of the Virginia legislature dated December 19, 1889.

Date and authority for each consolidation—Act of the legislature of the state of Virginia dated December 19, 1889.

The Martinsburg and Potomac railroad company was incorporated under the laws of the states of West Virginia and Virginia above given. A portion of the line within the state of West Virginia, from the Potomac river to Martinsburg, was built and put into operation in September, 1873. The West Virginia portion of the road was sold under a decree of the circuit court of Berkeley county November 17, 1887, and reorganized March 17th, 1888, as the Cumberland Valley and Martinsburg railroad company.

What carrier operates the road of this company—Cumberland Valley railroad company.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------------|-------------------------|-----------------------------|
| Thomas B. Kennedy..... | Chambersburg, Pa..... | January 28th, 1891. |
| John Stewart..... | Chambersburg, Pa..... | |
| J. F. Boyd..... | Chambersburg, Pa..... | |
| Chauncey Ives..... | Chambersburg, Pa..... | |
| A. L. Langdon..... | Chambersburg, Pa..... | |
| E. Boyd Faulkner..... | Martinsburg, W. Va..... | |
| A. J. Thomas..... | Martinsburg, W. Va..... | |
| Geo. W. Bowers..... | Martinsburg, W. Va..... | |
| William T. Stewart..... | Martinsburg, W. Va..... | |
| H. A. Riddle..... | Chambersburg, Pa..... | |
| M. C. Kennedy..... | Chambersburg, Pa..... | |
| C. M. Davison..... | Chambersburg, Pa..... | |
| Alexander Stewart, Jr..... | Chambersburg, Pa..... | |

Total number of stockholders at date of last election—84.

Date of last meeting of stockholders for election of directors—January 28th, 1890.

Postoffice address of general office—Martinsburg, W. Va.

Postoffice address of operating office—Chambersburg, Pa.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------------|------------------------|---------------------|
| Chairman of the Board..... | Thomas P. Kennedy..... | Chambersburg, Pa. |
| Secretary..... | M. T. Ingles..... | Martinsburg, W. Va. |
| Treasurer..... | James B. Russell..... | Winchester, Va. |
| Chief Engineer..... | Chauncey Ives..... | Chambersburg, Pa. |

PROPERTY LEASED, OR OTHERWISE SIGNED FOR OPERATION.

| NAME. | TERMINALS. | | By what company operated. | Under what kind of contract operated. | Miles of line. |
|--|-----------------------|---------------------|---|---------------------------------------|----------------|
| | From— | To— | | | |
| Cumberland Valley & Martinsburg railroad comp'y. | Potomac river, W. Va. | Winchester, Va..... | Cumberland Valley railroad company..... | | 33.65 |
| Total | | | | | \$3.65 |

Leased to and operated by the Cumberland Valley railroad company as part of its system for a period of ninety-nine years, upon the terms that the receipts from operation shall be applied to the cost of maintaining, keeping, and perpetuating the property and equipment used thereon, and all other expenses of operation, including taxes, insurance, &c.; the balance remaining to be paid over to the lessor.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR. | |
|--|--------------------------------------|--|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 7,000 | \$100 | \$700,000 | \$700,000 | | |
| Total..... | 7,000 | \$100 | \$700,000 | \$700,000 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on amt't issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common.... | 4,500 | \$450,000 | 4,500 | \$450,000 | After foreclosure and sale. | |
| Issued for reorganization: Common..... | | | 2,500 | | | |
| Total..... | 4,500 | \$450,000 | 7,000 | | | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|-------------|---|-------------|
| Balance current liabilities..... | \$42,719 31 | Miscellaneous—Deficit from operation..... | \$42,719 31 |
| Total | \$42,719 31 | Total | \$42,719 31 |

RECAPITULATION.

| ACCOUNT. | Total amount out-standing. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|----------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$700,000 00 | \$700,000 00 | | 33.65 | \$20,802 38 |
| Total | \$700,000 00 | \$700,000 00 | | 33.65 | \$20,802 38 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|---|----------------|--------------|----------------------|--------------|--------------------------|-------------|
| | | | | | Miles. | Amount. |
| Cumberland Valley and Martinsburg | \$700,000 00 | | \$42,719 31 | \$742,719 31 | 33.65 | \$22,071 90 |
| Total..... | \$700,000 00 | | \$42,719 31 | \$742,719 31 | 33.65 | \$22,071 90 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction: | | | | | | |
| Right of way..... | | | \$46,442 16 | | \$46,442 16 | \$2,050 43 |
| Other real estate..... | | | 19,150 00 | | 19,150 00 | 845 48 |
| Fences..... | | | 6,469 10 | | 6,469 10 | 285 61 |
| Grading and bridge and culvert ma- sonry..... | | | 173,588 49 | | 173,588 49 | 7,663 95 |
| Bridges and trestles..... | | | 979 09 | | 979 09 | 43 23 |
| Rails..... | | | 59,752 76 | | 59,752 76 | 2,638 09 |
| Ties..... | | | 36,870 44 | | 36,870 44 | 1,627 83 |
| Other superstructure..... | | | 36,985 00 | | 36,985 00 | 1,632 89 |
| Buildings, furniture, and fixtures..... | | | 36,860 22 | | 36,860 22 | 1,627 38 |
| Machinery and tools..... | | | 687 55 | | 687 55 | 29 47 |
| Engineering ex- penses..... | | | 9,222 68 | | 9,222 68 | 407 18 |
| Telegraph line..... | | | 1,609 83 | | 1,609 83 | 71 08 |
| Sidings and yard ex- tensions..... | | | 6,816 10 | | 6,816 10 | 300 93 |
| Terminal facilities..... | | | 5,414 45 | | 5,414 45 | 239 05 |
| Constructed road, re- organized with capital..... | | | | 250,000 00 | 250,000 00 | 22,777 28 |
| Other items..... | | | 9,172 13 | | 9,172 13 | 404 95 |
| Total construc- tion..... | | | \$450,000 00 | 250,000 00 | 700,000 00 | 20,802 38 |
| Equipment: | | | | | | |
| Locomotives..... | } | | | | | |
| Passenger cars..... | | | | | | |
| Sleeping, parlor, and dining cars..... | | | | | | |
| Baggage, express, and postal cars..... | | | | | | |
| Combination cars..... | | | | | | |
| Freight cars..... | | | | | | |
| Other cars of all classes..... | | | | | | |
| Floating equip- ment..... | | | | | | |
| Grand total cost con- struction and equip..... | | | 450,000 00 | \$250,000 00 | 700,000 00 | 20,802 38 |
| Total cost construc- tion, equipm't, etc..... | | | \$210,000 00 | | \$210,000 00 | \$22,900 76 |

* No equipment owned.

INCOME ACCOUNT.

| | | |
|---|-------------|-------------|
| Income from road..... | \$30,940 98 | |
| Total income..... | | \$36,940 98 |
| Deductions from income: | | |
| Taxes..... | 1,246 32 | |
| Other deductions—Operating expenses..... | 47,210 99 | |
| Total deductions from income..... | | 48,457 31 |
| Deficit..... | | 11,516 33 |
| Deficit from operations of year ending June 30, 1890..... | | 11,516 33 |
| Deficit on June 30, 1889..... | | 31,202 98 |
| Deficit on June 30, 1890..... | | 42,719 31 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$4,155 72 | | |
| Total passenger revenue..... | | | \$4,155 72 |
| Mail..... | | | 499 39 |
| Express..... | | | 297 50 |
| Total passenger earnings..... | | | 4,952 61 |
| Freight: | | | |
| Freight revenue..... | | | 2,569 36 |
| Total freight revenue..... | | | 2,569 36 |
| Total freight earnings..... | | | 2,569 36 |
| Total other earnings..... | | | 7,521 97 |
| Total gross earnings from operation—entire line..... | | | 36,940 98 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|----------------------------------|--------------------------------|--------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$7,168 77 | \$4,779 18 | \$11,947 95 |
| Renewals of rails..... | 199 09 | 132 73 | 331 82 |
| Renewals of ties..... | 1,419 28 | 946 19 | 2,365 47 |
| Repairs of bridges and culverts..... | 97 72 | 65 15 | 162 87 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 314 83 | 209 89 | 524 72 |
| Repairs of buildings..... | 1,185 34 | 3,414 95 | 4,600 29 |
| Repairs of telegraph..... | 207 06 | 178 41 | 446 01 |
| Other expenses..... | 200 77 | 133 85 | 334 62 |
| Total..... | 10,853 40 | 9,860 35 | 20,713 75 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 1,333 90 | 461 57 | 1,795 47 |
| Other expenses..... | 47 35 | 37 46 | 84 81 |
| Total..... | 1,381 25 | 499 03 | 1,880 28 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 2,744 67 | 1,631 91 | 4,376 58 |
| Fuel for locomotives..... | 2,956 62 | 2,382 09 | 5,339 31 |
| Water supply for locomotives..... | 156 38 | 165 04 | 321 42 |
| All other supplies for locomotives..... | 239 89 | 117 14 | 357 03 |
| Wages of other trainmen..... | 2,203 71 | 1,561 11 | 3,764 82 |
| All other train supplies..... | 114 42 | 17 14 | 131 56 |
| Wages of switchmen, flagmen, and watchmen..... | 396 82 | 147 37 | 544 19 |
| Expense of telegraph, including train dispatchers and operators..... | 295 61 | 180 57 | 476 18 |
| Wages of station agents, clerks, and laborers..... | 1,873 76 | 2,943 29 | 4,817 05 |
| Station supplies..... | 230 76 | 149 57 | 380 33 |
| Car mileage—balance..... | 2,373 51 | 302 13 | 2,675 64 |
| Other expenses..... | 167 49 | 121 76 | 289 25 |
| Total..... | 13,753 64 | 9,719 72 | 23,473 36 |
| General expenses: | | | |
| Salaries of clerks..... | 209 39 | 139 38 | 348 77 |
| Advertising..... | 40 93 | 16 79 | 57 72 |
| Insurance..... | 43 51 | 119 01 | 162 52 |
| Legal expenses..... | 41 40 | 20 10 | 61 50 |
| Stationery and printing..... | 283 67 | 157 05 | 440 72 |
| Other general expenses..... | 43 73 | 28 64 | 72 37 |
| Total..... | 662 63 | 480 97 | 1,143 60 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 10,853 40 | 9,860 35 | 20,713 75 |
| Maintenance of equipment..... | 1,381 25 | 499 03 | 1,880 28 |
| Conducting transportation..... | 13,753 64 | 9,719 72 | 23,473 36 |
| General expenses..... | 662 63 | 480 97 | 1,143 60 |
| Grand total..... | 26,650 92 | 20,560 07 | 47,210 99 |
| Percentage of expenses to earnings—entire line..... | | 127.801 | |
| Operating expenses: | | | |
| Maintenance of way and structures..... | 2,235 47 | 3,119 56 | 5,355 03 |
| Maintenance of equipment..... | 379 20 | 137 89 | 517 09 |
| Conducting transportation..... | 4,154 99 | 2,961 77 | 7,116 76 |
| General expenses..... | 169 59 | 146 47 | 316 06 |
| Total..... | \$6,939 25 | \$6,365 69 | \$13,304 94 |
| Percentage of expenses to earnings..... | | 176.881 | |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|-------------------|--------------|----------------------------|-----------|
| | | ASSETS. | | | |
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$250,000 00 | \$250,000 00 | Cost of road..... | \$700,000 00 | \$450,000 00 | |
| \$250,000 00 | \$250,000 00 | Grand total..... | \$700,000 00 | \$450,000 00 | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|--------------------------|--------------|----------------------------|-----------|
| | | LIABILITIES. | | | |
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$250,000 00 | \$250,000 00 | Capital stock..... | \$700,000 00 | \$450,000 00 | |
| 32,708 55 | 32,708 55 | Current liabilities..... | 42,710 31 | 9,950 76 | |
| \$282,708 55 | \$282,708 55 | Grand total..... | \$742,710 31 | \$459,950 76 | |

IMPORTANT CHANGES DURING THE YEAR.

The extension from Martinsburg, W. Va., to Winchester, Va., was completed and opened for business about October 1st, 1889.

That portion of the road within the state of Virginia was built and put into operation under the title of the Martinsburg and Potomac railroad company, the same being afterwards merged into the Cumberland Valley and Martinsburg railroad, by the authority of act of Assembly of Virginia.

The extension was built by subscription, and stock issued to the amount of \$450,000.

CONTRACTS, AGREEMENTS, ETC.

Adams express company—The lessee railroad company furnishes cars and transportation for which the express company pays 40 per cent. of the express earnings.

United States government—Railroad receives \$77.81 per mile per annum for transporting United States mails.

EMPLOYEES AND SALARIES.

The greater portion of this road has only been in operation since October last. The information asked for by this head is kept by the Cumberland Valley railroad lessee as a whole for the system and not by divisions or branches.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

The information asked for by this head has not been kept by the Cumberland Valley railroad lessee for the leased road separately, but for the system as a whole.

DESCRIPTION OF EQUIPMENT.

The Cumberland Valley & Martinsburg railroad does not own or lease any equipment. The road is operated by the Cumberland Valley railroad company as part of its system.

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 33.65 | | 33.65 | 22.65 | | 33.65 |
| Miles of yard track, sidings, and spurs..... | 4.51 | | 4.51 | 2.24 | 4.51 | |
| Total mileage operated (all tracks)..... | 38.16 | | 38.16 | 24.89 | 4.51 | 33.65 |

MILEAGE OF ROAD OWNED.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | New line constructed during year. | Total mileage, excluding trackage rights. | RAILS. | |
|---|------------------------------------|---------------------|-----------------------------------|---|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| West Virginia—Main line..... | 24.48 | | | 24.48 | | 24.48 |
| Sidings..... | | 2.84 | | 2.84 | 2.84 | |
| Virginia—Main line..... | 9.17 | | | 9.17 | | 9.17 |
| Sidings..... | | 1.67 | | 1.67 | 1.67 | |
| Total mileage owned (single track)..... | 33.65 | 4.51 | | 38 16 | 4 51 | 33.65 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|-------|------------------|--|
| Iron | 1.97 | 56 lbs. | \$24 00 |
| Total iron..... | 1.97 | 56 lbs. | 24 00 |
| Steel..... | 21.36 | 60 lbs. | 28 12 |
| Total steel..... | 21 36 | 60 lbs. | \$28 12 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|------------|---------|--------------------------------------|
| Oak | 69,468 | 48 |
| Total..... | 69,468 | 48 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|-------------------|------------|----------|-----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Derailments | 2 | 1 | | | | | 2 | 1 |
| Total..... | 2 | 1 | | | | | 2 | 1 |

EXPLANATION OF ACCIDENTS.

The accident in which two trainmen were killed and one injured occurred April 2d about one and a half miles south of Martinsburg, in the state of West Virginia.

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---------------|--------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From— | To— | Miles. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Potomac river..... | Winchester .. | 33.65 | 29 | 6.83 | 26.82 | 8.20 | 21 | 61.9 | 16.64 | 18 | 28.4 | 9.81 |
| Total..... | | 33.65 | 29 | 6.83 | 26.82 | 8.20 | 21 | 61.9 | 16.64 | 18 | 28.4 | 9.81 |

BRIDGES, TRETTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-----------------------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone..... | 3 | 20 | | 125 | | 250 | | | |
| Iron..... | 10 | 10 | | 179 | 5 | 355 | | | |
| Total..... | 13 | | | | | 605 | | | |
| Trestles..... | 1 | | | | | 217 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 2 | | | | | | | 19 | |

Gauge of track—four feet, nine inches, throughout.

TELEGRAPH.

Owned by company making this report.

| MILES OF LINE. | MILES OF WIRE. | OPERATED BY THIS COMPANY. | |
|----------------|----------------|---------------------------|----------------|
| | | Miles of line. | Miles of wire. |
| 33.65 | 33.65 | 33.65 | 33.65 |

OATH.

STATE OF PENNSYLVANIA,
COUNTY OF FRANKLIN, } ss.

We, the undersigned, Thomas B. Kennedy, president, and W. L. Ritchey, auditor of the Cumberland Valley and Martinsburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

THOMAS B. KENNEDY,
President.

W. L. RITCHEY,
Auditor.

Subscribed and sworn to before me this 5th day of November, 1890.

VAN T. HAULMAN,
Justice of the Peace.

SHENANDOAH VALLEY RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—The Shenandoah Valley railroad company.

Date of organization, February 23, 1867. Receiver appointed April 1, 1885.

Organized under the laws of the states of Virginia, West Virginia, and Maryland, as follows:

ACTS OF VIRGINIA.

An act to incorporate the Shenandoah Valley railroad company, passed February 23, 1867.

An act supplemental to an act incorporating the Shenandoah Valley railroad company, passed February 23, 1867, approved April 2, 1870.

An act to amend and re-enact the first section of an act passed February 23, 1867, entitled an act to incorporate the Shenandoah Valley railroad company, approved July 8, 1870.

An act perfecting the subscription of the county of Page to the capital stock of the Shenandoah Valley railroad company, approved November 5, 1870.

An act to authorize subscriptions to the stock of incorporated companies by the counties, cities, and towns through, by, or near to which the Shenandoah Valley railroad company shall have been incorporated to construct a railroad branch, approved November 5, 1870.

An act to authorize the Shenandoah Valley railroad company to record mortgages and deeds of trust under certain conditions, approved April 2, 1879.

An act to confirm and make valid the settlement, by agreement bearing date August 27, 1881, made by the board of supervisors of Page county and the Shenandoah Valley railroad company of the subscription of the said county to the capital stock of the said company, and to confirm and make valid the sale of the said stock to E. W. Clark & Co. by the board of supervisors in pursuance of the terms of said settlement, approved April 22, 1882.

An act to amend and re-enact section 3 of an act approved February 23, 1867, entitled an act to incorporate the Shenandoah Valley railroad company, and to issue preferred stock and convertible bonds under any plan of re-organization thereof, approved May 2, 1887.

An act to amend and re-enact section three of an act entitled an act to incorporate the Shenandoah Valley railroad company and to issue preferred stock or convertible bonds under any plan of re-organization thereof, approved May 2, 1887, approved March 5, 1888.

ACTS OF WEST VIRGINIA.

An act to authorize the Shenandoah Valley railroad company to construct their road through the state of West Virginia to the Potomac river; and to authorize the board of supervisors of Jefferson county to submit to a vote of the people, at a special election, the question of a subscription to the capital stock of the said company, passed February 25, 1870.

An act to authorize the extension of the Shenandoah Valley railroad through the counties of Monroe, Summers, Mercer, and McDowell, and to provide for such extension by empowering the boards of supervisors of said counties to submit the question of a subscription to the capital stock of, and for the condemnation of land for right of way for the Shenandoah Valley railroad company by the said counties, or either of them, to the legal voters thereof; and also to authorize any township in either of said counties, or any municipal corporation within the same, to subscribe to said capital stock for the same purpose, and to confer additional privileges upon said company to facilitate such extension, passed February 21, 1872.

ACTS OF MARYLAND.

An act to confirm an act passed by the General Assembly of Virginia, entitled an act to incorporate the Shenandoah Valley railroad company, passed February 23, 1867; also to confirm an act passed by the legislature of West Virginia, entitled an act to authorize the Shenandoah Valley railroad company to construct their road through the state of West Virginia to the Potomac river, &c., passed February 25, 1870; and to authorize the said company to extend their road across the Potomac river and to Hagerstown, in Washington county, in this state, approved April 4, 1870.

An act to authorize the Shenandoah Valley railroad company to borrow money, issue its bonds and mortgage its property and franchises in this state, approved March 31, 1880.

An act to authorize the Shenandoah Valley railroad company to extend its road to connect with other roads, and to secure lands for shops, stations, and necessary buildings, approved March 30, 1882.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|----------------------------|-----------------------------|
| Clarence H. Clark | Philadelphia, Pa. | May, 1891. |
| Charles Hacker | Philadelphia, Pa. | |
| Wm. H. Travers | Charleston, W. Va. | |
| Fred. J. Kimball | Philadelphia, Pa. | |
| Joseph J. Martin | Philadelphia, Pa. | |
| Alex. R. Boteler | Shepherdstown, W. Va. | |
| John T. Lovell | Front Royal, Va. | |
| Upton L. Boyce | Boyce, Va. | |
| Geo. R. W. Armes | Philadelphia, Pa. | |
| Geo. C. Wood | New York City | |
| Henry B. Davenport | Charlestown, W. Va. | |
| Ed. W. Clark | Philadelphia, Pa. | |
| David W. Flickwir | Roanoke, Va. | |

Total number of stockholders at date of last election—63.

Date of last meeting of stockholders for election of directors—May 7, 1889.

Postoffice address of general office—Roanoke, Va.

Postoffice address of operating office—Roanoke, Va.

Branch office, Bullitt Building, Philadelphia, Pa.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|-------------------------------|-------------------------|---------------------|
| President and Receiver | Sidney F. Tyler | Philadelphia, Pa. |
| First Vice-President | Upton L. Boyce | Boyce, Va. |
| Secretary and Treasurer | Geo. R. W. Armes | Philadelphia, Pa. |
| General Counsel | Wm. H. Travers | Charlestown, W. Va. |
| Counsel for Receiver | { Joseph I. Doran | Philadelphia, Pa. |
| | { John W. Brock | |
| Auditor | Walter Macdowell | Roanoke, Va. |
| General Superintendent | David W. Flickwir | Roanoke, Va. |
| Assistant Engineer | Theo. Low | Shenandoah, Va. |
| General Freight Agent | { O. Howard Royer | Roanoke, Va. |
| General Passenger Agent | { O. Howard Royer | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|--|----------------------|-------------------|----------------|
| | From— | To— | |
| The Shenandoah Valley R. R. | Hagerstown, Md. | Roanoke, Va. | 238.11 |
| The Shenandoah Valley R. R.—Branches and spurs ..... | ..... | ..... | 47.43 |
| | | Total | 285.54 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|-------------------------|----------------------|---|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 36,962 | \$100 | \$3,696,200 | \$3,696,200 | | |
| Total..... | 36,962 | \$100 | \$3,696,200 | \$3,696,200 | | |
| Manner of payment for capital stock. | Total number of shares. | Total cash realized. | Remarks. | | | |
| Issued for cash—Common.. | 36,962 | \$3,696,200 | A portion of the permanent records of the company were destroyed in a fire which occurred in the general offices of the company at Charlestown, W. Va., several years ago, and we have no information as to the proceeds derived from the issue of some of the securities of the company. So far as known the securities were issued for cash or its equivalent, except where otherwise stated. | | | |
| Total..... | 36,962 | \$3,696,200 | | | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of issue. | Amount issued. | Amount outstanding. | Cash received on the bonds. | INTEREST. | | |
|------------------------------|----------------|--------------------|------------------|----------------|---------------------|-----------------------------|-------------|----------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. |
| First mortgage..... | April 1, 1890. | Jan. 1, 1909..... | \$3,830,000 00 | \$2,270,000 00 | \$2,270,000 00 | \$2,252,900 00 | 7 per cent. | Jan. and July. | \$158,900 00 |
| General mortgage..... | April 5, 1881. | April 1, 1921..... | 4,113,009 00 | 4,113,000 00 | 4,113,000 00 | 4,050,077 50 | 6 per cent. | April and Oct. | 246,780 00 |
| Income bonds..... | Feb. 12, 1883. | Jan. 1, 1923..... | 2,500,000 00 | 2,500,000 00 | 2,500,000 00 | 1,843,748 50 | 6 per cent. | † Yearly. | |
| Grand total..... | | | \$10,443,000 00 | \$8,883,000 00 | \$8,883,000 00 | \$8,146,728 00 | | | \$405,680 00 |

* Includes \$1,560,000 00 of bonds deposited with the trustee of the general mortgage as part of the security of the general mortgage bonds.

† February 1, if earned.

EQUIPMENT TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. | Remarks. |
|------------------------------------|----------------------|------------------------|---------------------|---|----------|
| Contract "B 65" | August 31, 1882..... | February 1, 1889..... | 26 | 15 engines, 12 passenger coaches, 4 baggage cars, 164 freight cars, 30 stock cars, 250 transfer trucks. | |
| Contract "B 47" | May 26, 1882 | September 1, 1892..... | 120 | 400 freight cars, 4 combination passenger, mail, and baggage cars, 50 transfer trucks. | |
| Shenandoah Valley car trust..... | March 14, 1882..... | May 1, 1889..... | 84 | 125 freight cars, 10 cabooses, 3 fuel cars, 15 engines. | |
| Burnham, Parry, Williams & Co..... | Dec. 21, 1883..... | December 24, 1893..... | 40 | 5 engines. | |
| Burnham, Parry, Williams & Co..... | May 16, 1884..... | May 18, 1894..... | 40 | 4 engines. | |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | |
|--------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|-----------------------------|-------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. | Rate. |
| | | | | | | | | |
| Contract "B 55". | \$30,528 30 | \$202,223 35 | \$137,889 14 | \$110,401 05 | \$75,285 86 | \$11,256 40 | } | } |
| Contract "B 47". | | 241,732 40 | 128,924 69 | 98,443 60 | 52,502 51 | 11,128 10 | | |
| Shenandoah Valley car trust. | 8,741 75 | 290,835 00 | 101,589 12 | 63,985 00 | 28,188 38 | 10,065 30 | | |
| Burnham, Parry, Williams & Co. | 6,200 00 | 55,800 00 | 41,850 00 | 17,186 40 | 12,889 80 | 4,356 10 | } | } |
| Burnham, Parry, Williams & Co. | 4,960 00 | 44,640 00 | 35,712 00 | 13,748 80 | 10,999 04 | | | |
| Total..... | \$50,430 05 | \$775,030 75 | \$445,964 95 | \$393,775 45 | \$179,865 59 | \$36,835 90 | \$36,835 90 | |

* EXPLANATORY REMARKS.

When the receiver assumed control of the road, a special temporary agreement was entered into between him and the owners of the equipment, whereby monthly payments of rental were to be made on the basis of the unpaid principal ascertained to be due at the beginning of the receivership, April 1st, 1885. One half of these monthly payments were considered as made on account of principal and one half on account of interest.

| SERIES OR OTHER DESIGNATION. | UNPAID PRINCIPAL APRIL 1ST, 1885. | | TOTAL AMOUNT PAID BY RECEIVER TO JUNE 30TH, 1890. | |
|------------------------------------|--------------------------------------|----------------------|---|------------------------------------|
| | Contract "B 55"..... | Contract "B 47"..... | Shenandoah Valley car trust..... | Burnham, Parry, Williams & Co..... |
| | | | | |
| Contract "B 55"..... | \$218,099 62 | | | \$84,521 61 |
| Contract "B 47"..... | 215,438 92 | | | 83,013 17 |
| Shenandoah Valley car trust..... | 164,569 51 | | | 66,142 94 |
| Burnham, Parry, Williams & Co..... | 94,347 40 | | | 46,348 94 |
| Total..... | \$692,454 94 | | | \$280,026 66 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|--------------------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$6,383,000 00 | \$6,383,000 00 | \$405,680 00 | \$405,680 00 |
| Miscellaneous obligations..... | 1,078,806 20 | 625,830 54 | 36,835 90 | 36,835 90 |
| Income bonds..... | 2,500,000 00 | 2,500,000 00 | | |
| Total..... | \$9,961,806 20 | \$9,508,830 54 | \$442,515 90 | \$442,515 90 |

RECEIVER'S CERTIFICATES.

| DATE ISSUED. | Amount issued. | Amount outstanding. | INTEREST. | | Rate. |
|--------------------------|----------------|---------------------|-----------------------------|-----------------------------|-------------|
| | | | Amount accrued during year. | Amount matured during year. | |
| April 10th, 1885..... | \$300,000 00 | \$300,000 00 | \$32,166 65 | \$30,573 32 | 6 per cent. |
| December 20th, 1886... | 100,000 00 | 100,000 00 | | | |
| May 21st, 1888..... | 100,000 00 | 100,000 00 | | | |
| February 11th, 1890..... | 100,000 00 | 100,000 00 | | | |
| Total..... | \$900,000 00 | \$900,000 00 | | | |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|--|----------------|
| Cash..... | \$49,970 36 |
| Bills receivable..... | 76,227 26 |
| Due from agents..... | 39,527 00 |
| Net traffic balances due from other companies..... | 11,472 20 |
| Due from solvent companies and individuals..... | 3,173 26 |
| Materials and supplies on hand..... | 67,839 63 |
| Balance current liabilities..... | 3,304,873 39 |
| Total..... | \$3,550,083 10 |

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890.

| | |
|---|----------------|
| Receiver's certificates..... | \$ 600,000 00 |
| Loans and bills payable..... | 495,807 95 |
| Antidated vouchers and accounts..... | 35,175 89 |
| Wages and salaries..... | 41,385 93 |
| Accrued interest on receiver's certificates to June 30, 1890..... | 9,000 00 |
| Interest on receiver's certificates not called for..... | 123 33 |
| Matured interest coupons unpaid (including coupons due July 1)..... | 2,292,995 00 |
| Accrued interest on funded debt not yet payable..... | 61,695 00 |
| Miscellaneous..... | 13,900 00 |
| Total..... | \$3,550,083 10 |

Materials and supplies on hand, \$67,839 63.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|----------------------------------|---------------------------|-----------------|----------------------|--------------------------|------------------------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$3,696,200 30 | \$3,696,200 00 | | 255.55 | } *\$15,000 00 +10,000 00 |
| Bonds..... | 8,883,000 00 | 8,883,000 00 | | 255.55 | |
| Equipment trust obligations..... | 625,830 54 | 625,830 54 | | 255.55 | |
| Total..... | \$13,205,030 54 | \$13,205,030 54 | | 255.55 | \$25,000 00 |

* First mortgage. * Second mortgage.

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|------------------------|----------------|----------------|----------------------|-----------------|--------------------------|-------------|
| | | | | | Miles. | Amount. |
| Shenandoah Valley R.R. | \$3,696,200 00 | \$8,883,000 00 | \$3,304,873 39 | \$15,884,073 39 | 255.55 | \$62,166 00 |
| Total..... | \$3,696,200 00 | \$8,883,000 00 | \$3,304,873 39 | \$15,884,073 39 | 255.55 | \$62,166 00 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|--|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction: | | | | | | |
| Right of way | | \$861 90 | | | | |
| Other real estate..... | | | | | | |
| Fences | | | | | | |
| Grading and bridge and cul- vert masonry..... | | | | | | |
| Bridges and trest- les..... | \$29,209 26 | | | | | |
| Rails..... | | | | | | |
| Ties | | | | | | |
| Other superstruc- ture..... | | | | | | |
| Buildings, furni- ture, and fix- tures..... | 6,318 00 | | | | | |
| Shop machinery and tools..... | 4,504 82 | | | | | |
| * Engineering ex- penses | | | | | | |
| Interest during construction | | | | \$10,945,375 33 | \$10,946,237 23 | \$42,834 00 |
| Discount on secu- rities sold for construction | | | | | | |
| Telegraph line..... | | | | | | |
| Wharfing, etc..... | | | | | | |
| Sidings and yard extensions..... | | | | | | |
| Terminal facilities and elevators..... | | | | | | |
| Road built by con- tract | | | | | | |
| Purchase of con- structed road..... | | | | | | |
| Other items..... | | | | | | |
| Total construc- tion | 40,032 17 | 861 90 | | 10,945,375 33 | 10,946,237 23 | 42,834 00 |
| Equipment: | | | | | | |
| Locomotives..... | | | | | | |
| Passenger cars..... | | | | | | |
| Sleeping, parlor and dining cars... | | | | | | |
| Baggage, express, and postal cars... | | | \$150,335 18 | 745,210 35 | 895,545 53 | 3,504 00 |
| † Combination cars... | | | | | | |
| Freight cars..... | | | | | | |
| Other cars of all classes..... | | | | | | |
| Floating equipmt. | | | | | | |
| Grand total cost con- struction and equip. | \$40,032 17 | \$861 90 | \$150,335 18 | \$11,690,585 68 | \$11,841,782 76 | \$46,338 00 |

* † See on next page explanatory remarks.

EXPLANATORY REMARKS.

* The Shenandoah Valley railroad was built partly by construction companies, partly by individuals, and partly by the company itself, at various periods. We have no record of the details of the construction work done by outside individuals and companies, and a large part of the permanent records of the company relating to these accounts were destroyed by a fire which occurred in the general offices of the company at Charlestown, W. Va., some years ago; hence it is not possible to give an analysis of "cost road bed and equipment."

† In addition to rental paid for equipment under "car trusts" the receiver paid cash for the following equipment during the year:

| | |
|------------------------------|---------------------|
| 7 engines..... | \$75,521 48 |
| 55 drop-bottom gondolas..... | 26,995 12 |
| | <u>\$102,516 60</u> |

INCOME ACCOUNT.

| | | |
|---|-------------------|-------------------|
| Gross earnings from operation..... | \$1,170,044 69 | |
| Less operating expenses..... | 896,829 95 | |
| Income from operation..... | <u>273,214 74</u> | |
| Total income..... | | \$273,214 74 |
| Deductions from income: | | |
| Interest on accrued receiver's certificates..... | 32,166 65 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 559 61 | |
| Worthless accounts charged off..... | 74 81 | |
| Taxes..... | 27,930 67 | |
| Permanent improvements..... | 40,032 17 | |
| Other deductions—Rentals of equipment..... | <u>36,835 90</u> | |
| Total deductions from income..... | | 137,599 81 |
| Net income..... | | <u>135,614 93</u> |
| Surplus from operations of year ending June 30, 1890..... | | 135,614 93 |
| Deficit on June 30, 1889..... | | <u>160,317 64</u> |
| Deficit on June 30, 1890..... | | 24,702 61 |

INCOME ACCOUNT OLD CORPORATION.

| | |
|---|---------------------|
| Interest on funded debt July 1st, 1889, to June 30th, 1890..... | \$405,680 00 |
| Interest and discount..... | 23,147 32 |
| Worthless accounts charged off..... | 1,279 73 |
| Add deficit June 30th, 1889..... | <u>2,896,893 01</u> |
| | \$3,327,000 06 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions, Account of re-payments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$219,148 00 | | |
| Total deductions..... | | \$3,440 00 | |
| Total passenger revenue..... | | | 215,708 06 |
| Mail..... | | | 27,647 57 |
| Express..... | | | 23,868 66 |
| Total passenger earnings..... | | | 267,224 29 |
| Freight: | | | |
| Freight revenue..... | 743,194 31 | | |
| Total deductions..... | | 12,432 65 | |
| Total freight revenue..... | | | 730,761 66 |
| Total freight earnings..... | | | 730,761 66 |
| Total passenger and freight earnings..... | | | 997,985 95 |
| Other earnings from operation: | | | |
| Rentals not otherwise provided for..... | | | 3,572 30 |
| Total other earnings..... | | | 3,572 30 |
| Total gross earnings from operation..... | | | \$1,001,558 25 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|--------------------|-------|------------------------------|
| Registered income bonds Shenandoah Valley railroad company..... | \$850,000 00 | | * If earned. |

* No interest earned.

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|------------------|-------|------------------------------|
| Luray Cave and Hotel company stock..... | \$24,000 00 | | |
| Total..... | \$24,000 00 | | |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|--------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$34,971 75 | \$64,947 53 | \$99,919 28 |
| Renewals of rails..... | 875 49 | 1,625 91 | 2,501 40 |
| Renewals of ties..... | 17,242 83 | 32,022 40 | 49,265 23 |
| Repairs of bridges and culverts..... | 23,601 75 | 43,831 81 | 67,433 56 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 607 59 | 1,128 38 | 1,735 97 |
| Repairs of buildings..... | 20 91 | 38 84 | 59 75 |
| Other expenses..... | 7 95 | 14 77 | 22 72 |
| Total | 77,328 27 | 143,609 64 | 220,937 91 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 20,721 72 | 64,378 16 | 85,099 88 |
| Repairs and renewals of passenger cars..... | 18,719 52 | | 18,719 52 |
| Repairs and renewals of freight cars..... | | 57,790 12 | 57,790 12 |
| Shop machinery, tools, etc..... | 4,257 08 | 7,905 98 | 12,163 04 |
| Other expenses..... | 605 59 | 1,124 69 | 1,730 28 |
| Total | 44,303 89 | 131,198 95 | 175,502 84 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen, | 17,088 19 | 47,582 86 | 64,671 05 |
| Fuel for locomotives..... | 18,729 96 | 81,391 78 | 100,121 64 |
| Water supply for locomotives..... | 5,076 98 | 9,425 74 | 14,502 72 |
| All other supplies for locomotives..... | 1,363 40 | 3,394 40 | 4,757 80 |
| Wages of other trainmen..... | 14,246 82 | 61,428 56 | 75,675 38 |
| All other train supplies..... | 5,230 85 | 5,761 83 | 11,001 68 |
| Wages of switchmen, flagmen and watchmen..... | 7,559 25 | 13,912 17 | 21,471 42 |
| Expense of telegraph, including train dispatchers and operators..... | 11,464 08 | 21,329 34 | 32,793 42 |
| Wages of station agents, clerks and laborers..... | 9,025 23 | 20,268 88 | 29,294 11 |
| Station supplies..... | 9,134 39 | 5,363 69 | 14,528 08 |
| Car mileage—balance..... | 9,694 22 | 37,220 55 | 46,914 77 |
| Loss and damage..... | 2,313 06 | 4,236 91 | 6,549 97 |
| Injuries to persons..... | 65 40 | 2,072 80 | 2,138 20 |
| Other expenses..... | 996 21 | 119 57 | 1,115 78 |
| Total | 111,996 94 | 313,539 17 | 425,536 11 |
| General expenses: | | | |
| Salaries of officers..... | 10,262 68 | 17,592 40 | 27,855 08 |
| Salaries of clerks..... | 5,576 44 | 8,562 50 | 14,138 94 |
| General office expenses and supplies..... | 5,493 29 | 13,693 32 | 19,096 61 |
| Agencies, including salaries and rent..... | 4,508 17 | 6,130 25 | 10,728 42 |
| Advertising..... | 3,472 03 | 11 38 | 3,483 41 |
| Insurance..... | 792 65 | 1,633 39 | 2,426 04 |
| Legal expenses..... | 3,482 91 | 6,287 35 | 9,770 26 |
| Stationery and printing..... | 3,607 00 | 8,418 13 | 12,025 13 |
| Other general expenses..... | 2,648 53 | 12,712 84 | 15,361 37 |
| Total | 39,933 70 | 74,951 56 | 114,885 26 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 77,328 27 | 143,609 64 | 220,937 91 |
| Maintenance of equipment..... | 44,303 89 | 131,198 95 | 175,502 84 |
| Conducting transportation..... | 111,996 94 | 313,539 17 | 425,536 11 |
| General expenses..... | 39,933 70 | 74,951 57 | 114,885 26 |
| Grand total..... | 273,562 80 | 663,299 33 | 936,862 12 |
| Perc'tge of expenses to total earnings..... | | | 80.07 |
| Operating expenses: | | | |
| Maintenance of way and structures..... | 66,193 00 | 122,020 85 | 188,122 85 |
| Maintenance of equipment..... | 37,924 13 | 112,306 30 | 150,230 43 |
| Conducting transportation..... | 95,869 38 | 268,389 53 | 364,258 91 |
| General expenses..... | 34,183 25 | 64,158 55 | 98,341 80 |
| Total..... | \$234,169 76 | \$567,784 23 | \$801,953 99 |
| Percentage of expenses to earnings..... | | | 80.07 |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|---|-----------------|--|----------------------------|-------------|
| Item. | | LIABILITIES. | | Increase. | |
| Total. | | Item. | | Decrease. | |
| \$3,696,200 00 | Capital stock..... | \$3,696,200 00 | | | |
| 8,883,000 00 | Funded debt..... | 8,883,000 00 | | | |
| *600,000 00 | Receiver's certificates..... | *600,000 00 | | | |
| 2,398,354 38 | Current liabilities..... | 2,794,134 38 | | | |
| *100,412 50 | Current liabilities..... | *85,253 72 | | | |
| 61,695 00 | Accrued interest on funded debt not yet payable..... | 61,695 00 | | | |
| *7,500 00 | Accrued interest on receiver's certificates..... | *9,000 00 | | | |
| 605,008 74 | Car trust lease warrants unpaid..... | 531,338 94 | | | |
| 189,862 31 | S. F. Tyler, Receiver Shenandoah Valley R. R. Co..... | 190,993 94 | | | |
| 206,954 86 | S. F. Tyler, Receiver, account rental of equipment..... | 280,626 66 | | | |
| *206,954 86 | S. F. Tyler, Receiver, account rental of equipment..... | *280,626 66 | | | |
| \$825,932 65 | Grand total..... | \$17,412,867 30 | | | |
| | | | | \$512,121 22 | \$73,671 80 |
| | | | | 1,141 63 | |
| | | | | 73,671 80 | |
| | | | | 73,671 80 | |
| | | | | \$690,606 45 | \$73,671 80 |

* Figures with asterisk prefixed are from books of receiver.

IMPORTANT CHANGES DURING THE YEAR.

February 11th, 1880—\$100,000 receiver's certificates issued.

CONTRACTS, AGREEMENTS, ETC.

March 9th, 1880—Adams Express Co., express trains.
 November 13th, 1884—Pullman P. C. Co., running Pullman cars over S. V. R. R.
 March 25th, 1881—Western Maryland R. R. Co., interchange of traffic.
 June 20th, 1881—Chesapeake & Ohio R. R. Co., interchange of traffic.
 September 27th, 1881—East Tennessee, Virginia & Georgia Co., and Norfolk & Western Co., establishing V., T. & G. Air line.
 December 29th, 1882—Norfolk & Western R. R. Co. (explanatory of preceding contract).
 June 13th, 1885—Pennsylvania R. R. Co. and Cumberland Valley R. R. Co., interchange of traffic.
 December 11th, 1885—Pennsylvania R. R. Co., Cumberland Valley R. R. Co., Western Maryland R. R. Co., Norfolk & Western R. R. Co., East Tennessee, Virginia & Georgia R. R. Co., establishing "G. S. D." line.
 September 17th, 1879—Western Union Telegraph Co., telegraph facilities.
 April 1st, 1880—Cumberland Valley R. R. R., use of depot at Hagerstown.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|------------------------------|----------------------|------------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| First mortgage. | Hagerstown, Md... | Roanoke, Va..... | 238.11 | \$15,000 00 | | | |
| General mortgage. | Hagerstown, Md... | Roanoke, Va..... | 238.11 | 10,000 00 | | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 4 | \$9,600 00 | \$6 57 |
| General office clerks..... | 33 | 26,400 00 | 2 20 |
| Station agents..... | 28 | | 1 60 |
| Other station men..... | 8 | | 64 |
| Enginemen..... | 39 | | 2 82 |
| Firemen..... | 48 | | 1 22 |
| Conductors..... | 32 | | 1 85 |
| Other trainmen..... | 108 | | 1 15 |
| Machinists..... | 41 | | 2 10 |
| Carpenters..... | 40 | | 1 50 |
| Other shopmen..... | 63 | | 1 90 |
| Section foremen..... | 36 | | 1 28 |
| Other trackmen..... | 320 | | 1 00 |
| Switchmen, flagmen, and watchmen..... | 30 | | 1 00 |
| Telegraph operators and dispatchers..... | 38 | | 1 16 |
| Employees—account floating equipment..... | 57 | | 1 04 |
| All other employees and laborers..... | 88 | | 1 15 |
| Masons..... | 10 | | 1 39 |
| Supervisors..... | 2 | | 3 16 |
| Bridge inspectors..... | 1 | | 4 17 |
| Car inspectors..... | 11 | | 1 19 |
| Total (including "general officers")..... | 1,037 | | |
| Less "general officers"..... | 4 | | |
| Total (excluding "general officers")..... | 1,033 | | |
| Distribution of above: | | | |
| General administration..... | 37 | | |
| Maintenance of way and structures..... | 426 | | |
| Maintenance of equipment..... | 155 | | |
| Conducting transportation..... | 419 | | |
| Total (including "general officers")..... | 1,037 | | |
| Less "general officers"..... | 4 | | |
| Total (excluding "general officers")..... | 1,033 | | |
| Total (incl'g "general officers")—entire line.. | 1,183 | | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF VIRGINIA.

| ITEM. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 184,556 | |
| Number of passengers carried one mile..... | 8,488,061 | |
| Average distance carried..... | 45.99175 | |
| Total passenger revenue..... | | \$215,708 06 |
| Average amount received from each passenger..... | | 1 16.879 |
| Average receipts per passenger per mile..... | | 2.541 |
| Estimated cost of carrying each passenger one mile..... | | 2.758 |
| Passenger earnings per mile of road..... | | 988 21.725 |
| Passenger earnings per train mile..... | | 63.736 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 661,658 | |
| Number of tons carried one mile..... | 101,297,804 | |
| Average distance haul of one ton..... | 153.09681 | |
| Total freight revenue..... | | 730,761 65 |
| Average amount received for each ton of freight..... | | 1 10.444 |
| Average receipts per ton per mile..... | | .721 |
| Estimated cost of carrying one ton one mile..... | | .560 |
| Freight earnings per mile of road..... | | 3,347 81.772 |
| Freight earnings per train mile..... | | 1 13.744 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 946,469 71 |
| Passenger and freight revenue per mile of road..... | | 4,336 03.498 |
| Passenger and freight earnings..... | | 997,985 95 |
| Passenger and freight earnings per mile of road..... | | 4,572 04.486 |
| Gross earnings from operation..... | | 1,001,558 25 |
| Gross earnings from operation per mile of road..... | | 4,588 41.054 |
| Expenses..... | | 801,953 99 |
| Expenses per mile of road..... | | 3,673 96.909 |
| Train mileage: | | |
| Miles run by passenger trains..... | 338,555 | |
| Miles run by freight trains..... | 580,669 | |
| Total mileage trains earning revenue..... | 919,224 | |
| Miles run by switching trains..... | 72,424 | |
| Miles run by construction and other trains..... | 47,126 | |
| Grand total train mileage..... | 1,038,774 | |
| Mileage of loaded freight cars—north or east..... | 3,450,572 | |
| Mileage of loaded freight cars—south or west..... | 3,089,792 | |
| Mileage of empty freight cars—north or east..... | 1,033,446 | |
| Mileage of empty freight cars—south or west..... | 1,670,019 | |
| Average number of freight cars in train..... | 25.2 | |
| Average number of loaded cars in train..... | 17.4 | |
| Average number of empty cars in train..... | 7.8 | |
| Average number of tons of freight in train..... | 132.7 | |
| Average number of tons of freight in each loaded car..... | 7.6 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—ENTIRE LINE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 215,603 | |
| Number of passengers carried one mile..... | 9,915,959 | |
| Average distance carried..... | 45.99175 | |
| Total passenger revenue..... | | \$251,995 40 |
| Average amount received from each passenger..... | | 1 16.879 |
| Average receipts per passenger per mile..... | | 2.541 |
| Estimated cost of carrying each passenger one mile..... | | 2.758 |
| Passenger earnings per mile of road..... | | 988 21.725 |
| Passenger earnings per train-mile..... | | 63.736 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 772,965 | |
| Number of tons carried one mile..... | 118,338,556 | |
| Average distance haul of one ton..... | 133.09991 | |
| Total freight revenue..... | | 853,693 52 |
| Average amount received for each ton of freight..... | | 1 10.444 |
| Average receipts per ton per mile..... | | .721 |
| Estimated cost of carrying one ton one mile..... | | .560 |
| Freight earnings per mile of road..... | | 3,347 81.772 |
| Freight earnings per train-mile..... | | 1 13.744 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 1,105,688 92 |
| Passenger and freight revenue per mile of road..... | | 4,336 03.498 |
| Passenger and freight earnings..... | | 1,165,871 44 |
| Passenger and freight earnings per mile of road..... | | 4,572 04.486 |
| Gross earnings from operation..... | | 1,170,044 69 |
| Gross earnings from operation per mile of road..... | | 4,588 41.054 |
| Expenses..... | | 936,862 12 |
| Expenses per mile of road..... | | 3,673 96.909 |
| Train mileage: | | |
| Miles run by passenger trains..... | 395,370 | |
| Miles run by freight trains..... | 678,114 | |
| Total mileage trains earning revenue..... | 1,073,484 | |
| Miles run by switching trains..... | 72,424 | |
| Miles run by construction and other trains..... | 55,035 | |
| Grand total train mileage..... | 1,200,943 | |
| Mileage of loaded freight cars—north or east..... | 4,029,630 | |
| Mileage of loaded freight cars—south or west..... | 3,608,306 | |
| Mileage of empty freight cars—north or east..... | 1,206,874 | |
| Mileage of empty freight cars—south or west..... | 1,950,278 | |
| Average number of freight cars in train..... | 25.2 | |
| Average number of loaded cars in train..... | 17.4 | |
| Average number of empty cars in train..... | 7.8 | |
| Average number of tons of freight in train..... | 132.7 | |
| Average number of tons of freight in each loaded car..... | 7.6 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | 3,827 | 15,074 | 18,901 | 2.86 |
| Flour..... | 902 | 3,552 | 4,454 | .67 |
| Other mill products..... | 246 | 971 | 1,217 | .18 |
| Hay..... | 1,061 | 4,178 | 5,239 | .80 |
| Tobacco..... | 233 | 919 | 1,152 | .17 |
| Cotton..... | 2,850 | 11,226 | 14,076 | 2.13 |
| Fruit and vegetables..... | 566 | 2,230 | 2,796 | .42 |
| Products of animals : | | | | |
| Live stock..... | 1,953 | 7,694 | 9,647 | 1.46 |
| Dressed meats..... | 246 | 967 | 1,213 | .18 |
| Poultry, game, and fish..... | 81 | 321 | 402 | .06 |
| Wool..... | 19 | 77 | 96 | .01 |
| Hides and leather..... | 1,203 | 4,739 | 5,942 | .90 |
| Products of mines : | | | | |
| Anthracite coal..... | 1,055 | 4,158 | 5,213 | .79 |
| Bituminous coal..... | 4,227 | 16,647 | 20,874 | 3.15 |
| Coke..... | 6,497 | 25,588 | 32,085 | 4.85 |
| Ores..... | 13,147 | 51,786 | 64,933 | 9.81 |
| Stone, sand, and other like articles..... | 16,600 | 65,420 | 82,029 | 12.40 |
| Products of forest : | | | | |
| Lumber..... | 14,545 | 57,134 | 71,639 | 10.83 |
| Logs..... | 847 | 3,338 | 4,185 | .63 |
| Bark..... | 4,981 | 19,619 | 24,600 | 3.72 |
| Cord wood..... | 974 | 3,838 | 4,812 | .73 |
| Spokes, ties, etc..... | 1,537 | 6,054 | 7,591 | 1.15 |
| Manufactures : | | | | |
| Petroleum and other oils..... | 324 | 1,278 | 1,602 | .24 |
| Sugar and molasses..... | 498 | 1,566 | 1,964 | .30 |
| Naval stores..... | 373 | 1,473 | 1,846 | .28 |
| Iron—Pig and bloom..... | 16,771 | 66,061 | 82,832 | 12.52 |
| Pig lead, shot and bar lead, etc..... | 131 | 518 | 649 | .10 |
| Iron and steel rails..... | 14,729 | 58,018 | 72,747 | 11.00 |
| Other castings and machinery..... | 2,311 | 9,103 | 11,416 | 1.72 |
| Bar and sheet metal..... | 5,335 | 21,017 | 26,352 | 3.98 |
| Cement, brick, and lime..... | 2,624 | 10,333 | 12,957 | 1.96 |
| Agricultural implements..... | 431 | 1,699 | 2,130 | .32 |
| Wagons, carriages, tools, fertilizers, etc..... | 1,566 | 6,287 | 7,883 | 1.19 |
| Wines, liquors, and beers..... | 279 | 1,104 | 1,383 | .21 |
| Household goods and furniture..... | 1,876 | 7,380 | 9,265 | 1.41 |
| Cars and locomotives..... | 4,147 | 16,336 | 20,483 | 3.09 |
| Salt..... | 313 | 1,231 | 1,546 | .23 |
| Merchandise..... | 3,636 | 14,323 | 17,959 | 2.71 |
| Miscellaneous—other commodities not mentioned above..... | 1,124 | 4,424 | 5,548 | .84 |
| Total tonnage—Virginia..... | 133,964 | 527,094 | 661,658 | 100.00 |
| Total tonnage—Entire line..... | 156,501 | 616,464 | 772,965 | 100.00 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|-----------|-------------------------------------|---------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 10 | 10 | Automatic | | |
| Freight..... | 7 | 38 | 18 | Air. | 10 | Janney. |
| Switching..... | | | 16 | Straight | | |
| | | | | Air. | | |
| | | | | Steam | | |
| | | | | Brake. | | |
| Total..... | 7 | 48 | | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 18 | | | 18 | Janney. |
| Combination passenger cars..... | | 4 | | | 4 | Janney. |
| Baggage, express, and postal cars..... | | 8 | | | 8 | Janney. |
| Total..... | | 30 | | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 273 | | | | |
| Flat cars..... | | 4 | | | | |
| Stock cars..... | | 242 | | | | |
| Coal cars..... | | 150 | | | | |
| Other cars..... | 55 | 155 | | | | |
| Total..... | 55 | 824 | | | | |
| Cars in company's service: | | | | | | |
| Gravel cars..... | | 20 | | | | |
| Caboose cars..... | 10 | 28 | | | | |
| Other road cars..... | | 3 | | | | |
| Total..... | 10 | 60 | | | | |
| Grand total..... | | 962 | | | | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 238.11 | 17.44 | 255.55 | | | 255.55 |
| Miles of yard track, sidings, and spurs..... | 27.56 | 2.43 | 29.99 | | 29.99 | |
| Total mileage operated (all tracks)..... | 265.67 | 19.87 | 285.54 | | 29.99 | 255.55 |

Mileage of line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage, excluding tracking rights. | Line operated under trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Maryland..... | 16.36 | | 16.36 | | | 16.36 |
| West Virginia..... | 17.86 | .44 | 18.30 | | | 18.30 |
| Virginia..... | 203.89 | 17 | 220.89 | | | 220.89 |
| Total mileage operated (single tracks.)... | 238.11 | 17.44 | 255.55 | | | 255.55 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|-------|------------------|--|
| Steel..... | 51.12 | 56 | \$35 80 |
| Total steel..... | 51.12 | 56 | \$35 80 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------|---------|--------------------------------------|
| Oak | 116,495 | 42 |
| Chestnut | 1,284 | 30 |
| Total..... | 117,779 | 41 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|----------------------------|------------|------------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 7,622.67 | | | 7,622.67 | 338,555 | 50.43 |
| Freight..... | | 30,629.59 | | | 30,629.59 | 580,669 | 112.13 |
| Switching..... | | 2,343.44 | | | 2,343.44 | 62,017 | 84.64 |
| Construction..... | | 1,271.42 | | | 1,271.42 | 47,126 | 60.43 |
| Total..... | | 41,867.12 | | | 41,867.12 | 1,028,367 | 88.51 |
| Average cost at distributing point..... | | | | | | | At Roanoke 2.01 " Shen'd'h 2.25 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------------|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | |
| Coupling and uncoupling..... | | 17 | | | | | | 17 |
| Falling from trains and engines... | 2 | | | | | | 2 | |
| Collisions..... | 1 | 2 | | | | | 1 | 2 |
| Derailements..... | | 1 | | | | | | 1 |
| Other train accidents..... | | 1 | | | | | | 1 |
| At stations..... | | 2 | | 1 | | 2 | | 5 |
| Other causes..... | | 1 | | | | 12 | | 13 |
| Total..... | 3 | 24 | | 1 | | 14 | 3 | 39 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|-------------------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | |
| At stations..... | | 1 | 1 | | 1 | | 2 | |
| Other causes..... | | | 3 | 1 | | | 3 | 1 |
| Total..... | | 1 | 4 | 1 | 1 | | 5 | 1 |

EXPLANATION OF ACCIDENTS.

| DATE. | PLACE | TRAIN. | CAUSE. | EXTENT. | NAME. |
|---------------|---------------------|---------|--|------------------------------|-----------------|
| July 6..... | Bridge No. 38..... | ..... | Adze slipping..... | Foot cut..... | S. F. Ronzeu. |
| 27..... | Milnes Shops..... | ..... | Jacks slipped and let engine down..... | Back and foot injured..... | A. L. Shaeffer. |
| Sept. 19..... | Milnes Shops..... | ..... | Jacks slipped and let engine down..... | Back and foot injured..... | Chas. Locke. |
| Oct. 18..... | Buffalo Forge..... | ..... | Truck bed dumping..... | Foot mashed..... | Edgar Burks. |
| 19..... | Shenandoah..... | ..... | Caught under dirt truck..... | Foot injured..... | J. M. Brisden. |
| 20..... | Roanoke..... | Yard | Fell into Lick Run..... | Foot sprained..... | Wm. Nagle. |
| 20..... | Natural Bridge..... | 4 | Crossing track ahead of engine..... | Killed..... | D. Pilley. |
| 20..... | Bridge No. 237..... | ..... | Block falling from mast of steam shovel..... | Cut on head..... | P. L. Hite. |
| Nov. 5..... | Milnes..... | Express | Stealing ride..... | Foot bruised..... | J. Kaufman. |
| 6..... | 212 M. Landing..... | ..... | Fell from lever car..... | Feet crushed..... | T. Johnson. |
| Dec. 18..... | Harrison..... | ..... | Fell from dirt truck..... | Arm & shoulder bruised..... | Thos. Gremer. |
| 19..... | Swart's Lraft..... | ..... | Bails extending over end of car..... | Hip and leg bruised..... | T. J. Maupin. |
| Feb. 7..... | Greenville..... | 2d 7 | Drunk and lying on track..... | Foot mashed..... | W. Grossmickle. |
| May 9..... | M. P. No. 106..... | 4 | Drunk caught in gear wheel..... | Killed..... | P. Coughlen. |
| 22..... | Shenandoah..... | ..... | Hand caught in gear wheel..... | Hand lacerated..... | C. B. Jolley. |
| June 2..... | M. P. No. 78..... | ..... | Chain broke on steam shovel..... | Cut and bruised on legs..... | Rufus Mace. |
| 15..... | Marksville..... | 13 | Drunk on track..... | Killed..... | W. Campbell. |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|--------------------------------|-----------------|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From— | To— | Miles. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Hagerstown Junction..... | Shenandoah..... | 105.5 | 234 | 38.1 | 67.4 | 10.1 | 63 | 2,186 | 40.2 | 64 | 1,828 | 46.2 |
| Shenandoah | Roanoke | 132.6 | 323 | 43.5 | 89.1 | 24.3 | 35 | 2,296 | 57.9 | 32 | 2,322 | 50.4 |
| Total..... | | 238.1 | 557 | 81.6 | 156.5 | 34.4 | 98 | 4,482 | 107.1 | 96 | 4,150 | 96.6 |

BRIDGES, TRETTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-----------------------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone | 6 | 8 | | 20 | | 78 | | | |
| Iron | 37 | 23 | | 1,140 | | 6,193 | | | |
| Wooden..... | 85 | 8 | 6 | 115 | | 1,263 | | | |
| Combination..... | 12 | 21 | 6 | 23 | 6 | 649 | | | |
| Total..... | 140 | 61 | | 1,298 | 6 | 8,183 | | | |
| Trestles..... | 68 | 30 | | 1,470 | 7 | 21,485 | 6 | | |
| Overhead highway crossings: | | | | | | | | | |
| Trestles..... | 5 | | | | | | | 19 | 3 |
| Total..... | 5 | | | | | | | 19 | 3 |
| Overhead railway crossings: | | | | | | | | | |
| Bridges | 1 | | | | | | | 17 | 8 |
| Total | 1 | | | | | | | 17 | 8 |

Gauge of track—four feet, nine inches; 238.11 miles.

TELEGRAPH.

Owned by company making this report.

| MILES OF LINK. | MILES OF WIRE. | BY WHAT COMPANY OPERATED. |
|----------------|----------------|----------------------------------|
| 238.11 | 476.22 | Western Union telegraph company. |

CAR MILEAGE.

No special arrangement for mileage.

OATH.

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA, } ss.:

We, the undersigned, S. F. Tyler, president and receiver, and G. R. W. Armes, secretary and treasurer, of the Shenandoah Valley railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

S. F. TYLER,
President and Receiver.

G. R. W. ARMES,
Sec'y and Treasurer.

Subscribed and sworn to before me this 20th day of November, 1890.

JOHN RODGERS,
Notary Public.

THE NORFOLK AND OCEAN VIEW RAILROAD AND HOTEL CO.

HISTORY.

Name of common carrier making this report—The Norfolk and Ocean View Railroad and Hotel company.

Date of organization—February 27th, 1879.

Organized under the laws of the state of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|---------------------|--|
| Walter H. Taylor..... | Norfolk, Va..... | June 1st, 1891, or until successor is appointed. |
| Jas. E. Barry..... | Norfolk, Va..... | |
| Alex. Tunstall..... | Norfolk, Va..... | |
| Wm. A. Graves..... | Norfolk, Va..... | |
| Geo. Newton..... | Norfolk, Va..... | |
| J. C. Weston..... | Norfolk, Va..... | |
| Jno. Vermillion..... | Norfolk, Va..... | |
| Geo. B. Barnes..... | Norfolk, Va..... | |
| M. L. T. Davis..... | Norfolk, Va..... | |
| R. L. Page..... | Norfolk, Va..... | |

Total number of stockholders at date of last election—Thirty-two (32).

Date of last meeting of stockholders for election of directors—June 26th, 1890.

Postoffice address of general office—Norfolk, Va.

Postoffice address of operating office—Norfolk, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|-----------------------|---------------------|
| Chairman of the Board..... | Walter H. Taylor..... | Norfolk, Va. |
| President..... | Walter H. Taylor..... | Norfolk, Va. |
| Secretary and Treasurer..... | F. S. Taylor..... | Norfolk, Va. |
| General Manager..... | W. H. Taylor..... | Norfolk, Va. |

* PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|--|--------------|-----------------|----------------|
| | From— | To— | |
| Norfolk & Ocean View R. R. and Hotel Co. | Norfolk..... | Ocean View..... | |

* This company owns the hotel and privileges at Ocean View, Norfolk county, Va., now under lease for \$5,000 per annum.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|--|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 1,000 | \$50 | \$200,000 | \$50,000 | | |
| Total..... | 1,000 | \$50 | \$200,000 | \$50,000 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash real'd on amt't issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common... | | | 1,000 | \$50,000 | | |
| Total..... | | | 1,000 | \$50,000 | | |

* FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount out- standing. | Cash real- ized on the amount issued. | INTEREST. | | |
|---------------------------------------|----------------|---------------|-----------------------------------|-------------------|--------------------------|--|-------------|----------------|--------------------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount ac- rued dur- ing year. |
| Coupon bonds..... | July 1, 1881. | July 1, 1891. | ..... | \$20,000 00 | \$20,000 00 | \$20,000 00 | 7 per cent. | Jan. and July. | \$1,400 00 |
| Company's notes out- standing..... | ..... | ..... | ..... | ..... | 17,240 00 | 17,240 00 | ..... | ..... | 893 33 |
| Total..... | ..... | ..... | ..... | \$20,000 00 | \$37,240 00 | \$37,240 00 | ..... | ..... | 2,293 33 |
| | | | | | | | | | \$2,293 33 |

* In addition to the coupon bonds outstanding, this company owed \$17,240 on June 30th last, evidenced by demand notes, carrying 6 per cent. interest.
 There is no recorded mortgage on the company's property. The bonds and notes of the company outstanding are simply held on credit this company has in this community.

We are under the impression that none of our bonds are issued for the equipment of the road.

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | Rate. |
|-----------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|-----------------------------|-------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. | |
| Total "miscellaneous obligations" | All cash. | | \$17,240 | | | | | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds—Bonds..... | \$20,000 00 | \$20,000 00 | \$1,400 00 | \$1,400 00 |
| Miscellaneous obligations—Demand notes..... | 17,240 00 | 17,240 00 | 893 33 | 893 33 |
| Total..... | \$37,240 00 | \$37,240 00 | \$2,293 33 | \$2,293 33 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|----------|---|----------|
| Cash, June 1st, 1890..... | \$370 24 | Matured interest coupons unpaid (including coupons due July 1)..... | \$525 00 |
| Balance current liabilities..... | 154 76 | | |
| Total | \$525 00 | Total | \$525 00 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------|----------------|----------------------|--------------------------|------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$50,000 00 | \$44,000 00 | \$ 6,000 00 | 8 | \$4,375 00 |
| *Bonds..... | 37,240 00 | | 37,240 00 | | |
| Total | \$87,240 00 | \$44,000 00 | \$43,240 00 | | |

* Hotel, &c.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile.* |
|---|---------------------------------------|--|--|--|------------------------------------|------------------------------------|--------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | | |
| | | Charged to income ac- counts per- manent im- provements. | Charged to construc- tion or equipment. | | | | |
| Construction : | | | | | | | |
| Right of way..... | | | | | \$ 868 55 | \$ 868 55 | |
| Grading and bridge and culvert ma- sonry..... | | | | | 9,375 07 | 9,375 05 | |
| Bridges and trestles..... | | | | | 2,000 00 | 2,000 00 | |
| Rails..... | | | | | | | |
| Ties..... | | | | | 21,794 90 | 22,036 22 | |
| Other superstructure..... | | | | | | | |
| Buildings, furniture, and fixtures..... | | | | | 3,000 00 | 3,840 00 | |
| Shop machinery and tools..... | | | | | 64 21 | 331 16 | |
| Engineering ex- penses..... | | | | | 707 00 | 707 00 | |
| Total construc- tion..... | | | | | 37,809 73 | 39,158 00 | |
| Equipment : | | | | | | | |
| Locomotives..... | | | | | 8,000 00 | 8,000 00 | |
| Passenger cars..... | | | | | 4,416 45 | 4,416 45 | |
| Other cars of all classes..... | | | | | 1,600 00 | 1,600 00 | |
| Total equipment..... | | | | | 14,016 45 | 14,016 45 | |
| Total cost construc- tion, equipm't, etc..... | | | | | \$51,826 18 | \$53,174 45 | |

* One-eighth of each sum.

INCOME ACCOUNT.

| | |
|--------------------------------------|-------------|
| Gross earnings from operation..... | \$16,351 27 |
| Less operating expenses..... | 11,922 64 |
| Income from operation..... | 4,428 63 |
| Total income..... | 4,428 63 |
| Deductions from income: | |
| Interest on funded debt accrued..... | 2,293 32 |
| Taxes..... | 841 97 |
| Permanent improvements..... | 937 20 |
| Total deductions from income..... | 4,072 50 |
| Net income..... | 356 13 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc., operating expenses. | Actual earnings. |
|----------------|-----------------|--|------------------|
| Passenger..... | \$16,351 27 | \$11,922 63 | \$4,428 63 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|----------------------------------|--------------------------------|--------|
| Maintenance of way and structures: | | | |
| Total..... | \$2,576 94 | | |
| Maintenance of equipment: | | | |
| Total..... | 1,929 08 | | |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 2,127 50 | | |
| Fuel for locomotives..... | 644 75 | | |
| Water supply for locomotives..... | 113 07 | | |
| Wages of switchmen, flagmen, and watchmen..... | 332 74 | | |
| Other expenses..... | 347 48 | | |
| Total..... | 3,565 54 | | |
| General expenses: | | | |
| Salaries of officers..... | 800 00 | | |
| Advertising..... | 140 00 | | |
| Insurance..... | 120 00 | | |
| Other general expenses..... | 2,791 08 | | |
| Total..... | 3,851 08 | | |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 2,576 94 | | |
| Maintenance of equipment..... | 1,929 08 | | |
| Conducting transportation..... | 3,565 54 | | |
| General expenses..... | 3,851 08 | | |
| Grand total..... | 11,922 64 | | |
| Percentage of expenses to earnings..... | 72 | | |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------------------------|--------|------------------|--------------|----------------------------|------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| | | | | | |
| ASSETS. | | | | | |
| Cost of road..... | | | \$89,158 00 | Increased. | |
| Cost of equipment..... | | | 14,016 45 | ..... | Decreased. |
| Other permanent investments..... | | | 51,137 77 | | |
| Lands owned..... | | | 980 87 | | |
| Cash and current assets..... | | | | | |
| | | Grand total..... | \$105,322 09 | | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------------|--------|------------------|--------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| | | | | | |
| LIABILITIES. | | | | | |
| Capital stock..... | | | \$50,000 00 | Same. | |
| Funded debt..... | | | 37,240 00 | Little increase. | |
| Profit and loss..... | | | 18,082 09 | | |
| | | Grand total..... | \$105,322 09 | | |

SECURITY FOR FUNDED DEBT.

No mortgage on company's property.

Bonds outstanding held by the stockholders principally, and simply held on credit the company has in this community. Notes are owned by the Marine bank of Norfolk.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 2 | \$800 00 | |
| Enginemen..... | 2 | | \$3 00 |
| Firemen..... | 2 | | 1 25 |
| Conductors..... | 2 | | 2 50 |
| Switchmen, flagmen, and watchmen..... | 1 | | 1 25 |
| All other employees and laborers..... | 4 | | 1 00 |
| Total (including "general officers")..... | 13 | | |
| Less "general officers"..... | 11 | | |
| Total (excluding "general officers")..... | 11 | | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEM. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and Rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 61,415 | |
| Number of passengers carried one mile..... | 982,640 | |
| Average distance carried..... | 16 | |
| Total passenger revenue..... | | \$16,351 27 |
| Average amount received from each passenger..... | | 26.6 |
| Average receipts per passenger per mile..... | | 1.66 |
| Estimated cost of carrying each passenger one mile..... | | 1.2 |
| Passenger earnings per mile of road..... | | 2,043 90 |
| Passenger earnings per train mile..... | | 1 46 |
| Train mileage: | | |
| Miles run by passenger trains..... | 11,152 | |
| Total mileage trains earning revenue..... | 11,152 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--------------------------------------|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives..... | | 2 | | | | |
| Total..... | | 2 | | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 5 | | | | |
| Other cars in passenger service..... | | 5 | | | | |
| Total owned..... | | 10 | | | | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 8 | ..... | 8 | ..... | 8 | ..... |
| Total mileage operated (all tracks)..... | 8 | ..... | 8 | ..... | 8 | ..... |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|---------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | 87 | ..... | ..... | 42 | ..... | ..... | ..... |
| Average cost at distributing point..... | \$5 50 | ..... | ..... | \$4 | ..... | ..... | ..... |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|--------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Wooden | 2 | | | | | | | | |
| Total..... | 2 | | | | | | | | |

Gauge of track—three feet, six and a-half inches; eight miles.

OATH.

STATE OF VIRGINIA, }
CITY OF NORFOLK, } ss.

We, the undersigned, Walter H. Taylor, president, and F. S. Taylor, treasurer of the Norfolk and Ocean View Railroad and Hotel company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. H. TAYLOR,
President.

F. S. TAYLOR,
Treasurer.

Subscribed and sworn to before me this 10th day of December, 1890.

HUGH N. PAGE,
Notary Public.

SUFFOLK AND CAROLINA RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—Suffolk & Carolina railway company.

Date of organization—February 26th, 1874.

Organized under the laws of the states of Virginia and North Carolina in 1873, as Nansemond Land, Lumber, and Narrow-Gauge railway company.

Re-organized as Suffolk & Carolina railway company in February 26, 1874.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|---------------------|-----------------------------|
| Wm. H. Bosley | Baltimore, Md. | |
| S. P. Ryland, Jr. | Suffolk, Va. | |
| Wm. C. Seddon | Baltimore, Md. | |
| Chas. F. Pitt, Jr. | Suffolk, Va. | |
| D. H. Thomas | Suffolk, Va. | |
| J. H. Cottman | Baltimore, Md. | |
| Jno. S. Gittengs | Baltimore, Md. | |

Total number of stockholders at date of last election—31.

Date of last meeting of stockholders for election of directors—April 10, 1890.

Postoffice address of general office—Suffolk, Va.

Postoffice address of operating office—Suffolk, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|-------------------------------------|--------------------------|---------------------|
| President | Wm. C. Seddon | Baltimore, Md. |
| First Vice-President | Chas. H. Jones, Jr. | Suffolk, Va. |
| Secretary | Jno. S. Gittengs | Baltimore, Md. |
| Treasurer | Wm. B. Oliver | Baltimore, Md. |
| General Manager | Chas. H. Jones, Jr. | Suffolk, Va. |
| Superintendent Transportation | H. Macleary | Suffolk, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|---|------------------|---------------------|----------------|
| | From— | To— | |
| Suffolk & Carolina railway company..... | Suffolk, Va..... | Montrose, N. C..... | 39 |

Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of which affect the General Balance Sheet.

| NAME. | CHARACTER OF BUSINESS. | TITLE. (Owned, Leased, etc.) | STATE OR TERRITORY. |
|------------------------|----------------------------|---------------------------------|---------------------|
| Steamer Pohatcong..... | Freight and Passenger..... | Owned.... | Virginia. |
| Suffolk Switching..... | Freight..... | Owned..... | Virginia. |

EXPLANATORY REMARKS.

The Steamer Pohatcong is about 40 tons gross register. Plies between Suffolk, Norfolk and points on western branch of Nansemond river, making a round trip daily excepting Sunday.

Suffolk Switching is an account covering the operations of the Suffolk end of the road which is third railed and open for business to all companies entering Suffolk. The Suffolk & Carolina receiving a certain sum per car for each loaded car handled.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | | \$100 | \$500,000 | \$400,000 | | |

***FUNDED DEBT.**
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | Rate. | INTEREST. | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount matured during year. |
| General first mortgage. | April 1, 1886. | | \$150,000 00 | \$140,000 00 | \$140,000 00 | \$140,000 00 | 6 per cent. | Annually. | | \$8,400 00 |

*Seven hundred and fifty (\$750 00) dollars are laid aside each month for the payment of interest.

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | AMOUNT ISSUED. | | AMOUNT OUTSTANDING. | | INTEREST. | |
|-----------------|----------------|--|---------------------|--|-----------------------------|-----------------------------|
| | Amount issued. | | Amount outstanding. | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds. | \$150,000 00 | | \$140,000 00 | | | \$8,400 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|-------------|---|-------------|
| Cash..... | \$6,731 38 | Loans and bills payable..... | \$11,859 62 |
| Due from agents..... | 325 22 | Audited vouchers and accounts..... | 2,482 87 |
| Net traffic balances due from other companies..... | 2,287 80 | Wages and salaries..... | 2,617 72 |
| Due from solvent companies and individuals..... | 1,142 27 | Matured interest coupons unpaid (including coupons due July 1)..... | 750 00 |
| Other cash assets..... | 1,712 28 | Miscellaneous..... | 17 49 |
| Gay company..... | 11,225 26 | Balance—Cash assets..... | 5,696 51 |
| Total..... | \$23,424 21 | Total..... | \$23,424 21 |

Materials and supplies on hand, \$1,712 28.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | *Miles. | Amount. |
| Capital stock..... | \$400,000 | \$400,000 | | 40 | \$10,000 00 |
| Bonds..... | 140,000 | 140,000 | | 40 | 3,500 00 |

* Miles are placed at 40 whenever mileage calculations are to be made for traffic, financial or other purposes.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| EXPENDITURES DURING YEAR. | | | | | | |
|---|---------------------------------|--|---------------------------------------|------------------------------|------------------------------|----------------|
| ITEMS. | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
| | | Charged to income account as permanent improvements. | Charged to construction or equipment. | | | |
| Construction: | | | | | | |
| Right of way..... | | | \$241 20 | | | |
| Grading and bridge and culvert masonry..... | | | 7 60 | | | |
| Bridges and trestles..... | | | 32 73 | | | |
| Buildings, furniture, and fixtures..... | | | 470 72 | | | |
| Shop machinery and tools..... | | | 31 27 | | | |
| Engineering expenses..... | | | 65 00 | | | |
| Sidings and yard extensions..... | | | 4,251 47 | | | |
| Total construction..... | | | 5,099 99 | \$433,629 38 | \$438,729 37 | \$10,968 23 |
| Equipment: | | | | | | |
| Freight cars..... | | | 2,160 00 | | | |
| Total equipment..... | | | 2,160 00 | 58,192 73 | 60,352 73 | 1,508 82 |
| Grand total cost construction and equip..... | | | 7,259 99 | 491,822 11 | 499,082 10 | 12,477 05 |
| Total cost construction, equipment, etc.—State of Va..... | | | 2,631 75 | \$178,285 47 | 180,917 22 | \$12,477 05 |

INCOME ACCOUNT.

| | | |
|---|-------------|-------------|
| Gross earnings from operation..... | \$62,862 65 | |
| Less operating expenses..... | 37,880 88 | |
| Income from operation..... | | \$24,981 77 |
| Total income..... | | 24,981 77 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 9,000 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 311 67 | |
| Taxes..... | 862 68 | |
| Other deductions..... | 2,600 03 | |
| Total deductions from income..... | | 12,774 38 |
| Net income..... | | 12,207 39 |
| Surplus from operations of year ending June 30, 1890..... | | 12,207 39 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions, Account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$2,038 70 | | |
| Total passenger revenue..... | | | \$ 2,038 70 |
| Mail..... | | | 597 54 |
| Total passenger earnings..... | | | 2,636 24 |
| Freight: | | | |
| Freight revenue..... | 18,970 85 | | |
| Total freight revenue..... | | | 18,970 85 |
| Total freight earnings..... | | | 18,970 85 |
| Total passenger and freight earnings..... | | | 21,607 09 |
| Other earnings from operation: | | | |
| Switching charges—Suffolk switching..... | | | 3,257 33 |
| Total other earnings..... | | | 3,257 33 |
| Total gross earnings from operation—Virginia..... | | | 24,864 42 |
| Total gross earnings from operation—entire line..... | | | \$62,862 65 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|------------------|-------|------------------------------|
| Suffolk Steamboat Co., \$75 per share, 1,875..... | \$2,500 00 | | |

MISCELLANEOUS INCOME.

| ITEMS. | Gross income. | Less expenses. | Net miscellaneous income. |
|------------------------|---------------|----------------|---------------------------|
| Suffolk switching..... | \$6,477 60 | \$3,220 27 | \$3,257 33 |
| Total..... | \$6,477 60 | \$3,220 27 | \$3,257 33 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|--|--------------------------------------|--------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$1,320 37 | \$3,961 12 | \$5,281 49 |
| Renewals of ties..... | 937 26 | 2,811 77 | 3,749 03 |
| Repairs of bridges and culverts..... | 114 52 | 343 58 | 458 10 |
| Repairs of buildings..... | 106 80 | 320 42 | 427 22 |
| Repairs of docks and wharves..... | 3 82 | 11 48 | 15 30 |
| Repairs of telegraph..... | 75 | 2 25 | 3 00 |
| Other expenses..... | 598 55 | 1,795 65 | 2,394 20 |
| Total | 3,082 07 | 9,246 27 | 12,328 34 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 516 68 | 1,550 05 | 2,066 73 |
| Repairs and renewals of passenger cars..... | 152 31 | 456 94 | 609 25 |
| Repairs and renewals of freight cars..... | 403 90 | 1,211 70 | 1,615 60 |
| Shop machinery, tools, etc..... | 22 71 | 68 14 | 90 85 |
| Other expenses..... | 31 60 | 94 81 | 126 41 |
| Total | 1,127 20 | 3,381 64 | 4,508 84 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen..... | 592 54 | 1,777 63 | 2,370 17 |
| Fuel for locomotives..... | 832 51 | 2,497 52 | 3,330 03 |
| Water supply for locomotives..... | 148 73 | 446 20 | 594 93 |
| All other supplies for locomotives..... | 50 29 | 150 88 | 201 17 |
| Wages of other trainmen..... | 479 44 | 1,438 30 | 1,917 74 |
| All other train supplies..... | 29 73 | 89 21 | 118 94 |
| Wages of switchmen, flagmen and watchmen..... | 148 62 | 445 87 | 594 49 |
| Expense of telegraph, including train dispatchers and operators..... | 271 48 | 814 45 | 1,085 93 |
| Wages of station agents, clerks and laborers..... | 680 98 | 2,042 95 | 2,723 93 |
| Station supplies..... | 128 69 | 386 09 | 514 78 |
| Car mileage—balance..... | 21 80 | 65 40 | 87 20 |
| Loss and damage..... | 85 69 | 257 09 | 342 78 |
| Other expenses..... | 175 04 | 525 11 | 700 15 |
| Total | 3,645 54 | 10,936 70 | 14,582 24 |
| General expenses: | | | |
| Salaries of officers..... | 871 08 | 2,613 24 | 3,484 32 |
| Salaries of clerks..... | 303 93 | 911 78 | 1,215 71 |
| General office expenses and supplies..... | 17 72 | 53 17 | 70 89 |
| Insurance..... | 90 51 | 208 53 | 298 04 |
| Legal expenses..... | 262 98 | 788 92 | 1,051 90 |
| Stationery and printing..... | 24 95 | 74 83 | 99 78 |
| Other general expenses..... | 35 20 | 105 62 | 140 82 |
| Total | 1,615 37 | 4,846 09 | 6,461 46 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 3,082 07 | 9,246 27 | 12,328 34 |
| Maintenance of equipment..... | 1,127 20 | 3,381 64 | 4,508 84 |
| Conducting transportation..... | 3,645 54 | 10,936 70 | 14,582 24 |
| General expenses..... | 1,615 37 | 4,846 09 | 6,461 46 |
| Grand total..... | 9,470 18 | 28,410 70 | 37,880 88 |
| Perc'tage of expenses to earnings—Entire line..... | | | 60.26 |
| Operating expenses—State of Virginia: | | | |
| Maintenance of way and structures..... | 1,117 22 | 3,351 67 | 4,468 89 |
| Maintenance of equipment..... | 408 61 | 1,225 83 | 1,634 44 |
| Conducting transportation..... | 1,321 53 | 3,964 59 | 5,286 12 |
| General expenses..... | 585 51 | 1,756 67 | 2,342 18 |
| Total | \$3,432 87 | \$10,298 76 | \$13,731 63 |
| Percentage of expenses to earnings—Virginia: | | | 55 1-5 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|--------------------------------------|--------------|----------------------------|---|
| Item. | Total. | Assets. | Item. | Total. | <div>Increase.</div> <div>Decrease.</div> |
| \$433,629 38 | | Cost of road..... | \$438,720 37 | | \$5,090 99 |
| 58,192 73 | | Cost of equipment..... | 90,352 73 | | 32,160 00 |
| 1,875 00 | | Stocks of other companies owned..... | 1,875 00 | | |
| 1,579 41 | | Telephone line..... | 1,579 41 | | |
| 5,274 97 | | Steamer Pohatcong..... | 5,274 97 | | |
| 1,000 00 | | Edenton & Norfolk railroad..... | 1,153 98 | | 153 98 |
| 42,980 15 | | Real estate and wharf property..... | 42,107 90 | | 872 25 |
| | | Suffolk switching..... | 4,259 05 | | |
| | | Cash and current assets..... | 3,984 23 | | 3,984 23 |
| | | Other assets: | | | |
| | | Materials and supplies..... | 1,712 28 | | 1,712 17 |
| 2,843 45 | | Grand total..... | | \$561,028 92 | 2,003 42 |
| | \$547,375 09 | | | | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------|--------------------------|--------------|----------------------------|---|
| Item. | Total. | Liabilities. | Item. | Total. | <div>Increase.</div> <div>Decrease.</div> |
| \$400,000 00 | | Capital stock..... | \$400,000 00 | | |
| 140,000 00 | | Fundred debt..... | 140,000 00 | | |
| 5,586 27 | | Current liabilities..... | | | \$5,586 27 |
| 1,788 82 | | Profit and loss..... | 21,028 92 | | \$19,240 10 |
| \$547,375 09 | | Grand total..... | | \$561,028 92 | \$5,586 27 |
| | | | | | |

IMPORTANT CHANGES DURING THE YEAR.

Third rolling of main line and sidings at and about Suffolk, Va., by Norfolk & Western, Atlantic & Danville, and Seaboard & Roanoke railroad companies. The cost of same to be reimbursed said companies out of switching charges for work performed for them by the Suffolk & Carolina railway company.

CONTRACTS, AGREEMENTS, ETC.

The United States postoffice pays \$42 75 per mile on 38.40 miles.
Switching contracts with Norfolk & Western, Atlantic & Danville, and Seaboard & Roanoke railroad companies for hauling their freight at Suffolk, Va.
Suffolk Steamboat company, traffic agreement.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|-----------------------------------|----------------------|---------------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| General first mortgage bonds..... | Suffolk, Va..... | Montrose, N. C..... | 40 | \$3,500 00 | | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 2 | \$3,000 00 | \$8 33 |
| General office clerks..... | 2 | 1,320 00 | 3 66 |
| Station agents..... | 2 | 840 00 | 2 33 |
| Other station men..... | 7 | 1,944 00 | 5 40 |
| Enginemen..... | 2 | 1,215 00 | 3 30 |
| Firemen..... | 2 | 730 00 | 2 00 |
| Conductors..... | 1 | 720 00 | 2 00 |
| Other trainmen..... | 3 | 936 00 | 3 00 |
| Machinists..... | 1 | 936 00 | 3 00 |
| Carpenters..... | 2 | 1,460 00 | 4 00 |
| Other shopmen..... | 3 | 1,642 50 | 4 50 |
| Section foremen..... | 2 | 960 00 | 2 66 |
| Other trackmen..... | 10 | 2,496 00 | 8 00 |
| Switchmen, flagmen, and watchmen..... | 3 | 936 00 | 3 00 |
| Total (including "general officers")..... | 42 | 19,135 50 | 55 18 |
| Less "general officers"..... | 2 | 3,000 00 | 8 33 |
| Total (excluding "general officers")..... | 40 | 16,135 50 | 46 85 |
| Distribution of above: | | | |
| General administration..... | 4 | 4,320 00 | 11 99 |
| Maintenance of way and structures..... | 12 | 3,456 00 | 10 66 |
| Maintenance of equipment..... | 26 | 11,359 50 | 32 53 |
| Conducting transportation..... | | | |
| Total (including "general officers")..... | 42 | 19,135 50 | 55 18 |
| Less "general officers")..... | 2 | 3,000 00 | 8 33 |
| Total (excl'g "general officers")—Virginia.... | 40 | 16,135 50 | 46 85 |
| Total (incl'g "general officers")—entire line.... | 96 | 39,219 30 | \$104 24 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF VIRGINIA.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 2,862 | |
| Number of passengers carried one mile..... | 73,877 | |
| Average distance carried..... | 25.8 | |
| Total passenger revenue..... | | \$2,038 70 |
| Average amount received from each passenger..... | | 71.23 |
| Average receipts per passenger per mile..... | | 2.76 |
| Estimated cost of carrying each passenger one mile..... | | 4.64 |
| Passenger earnings per mile of road..... | | 140 60 |
| Passenger earnings per train mile..... | | 13 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 19,203.8 | |
| Number of tons carried one mile..... | 414,022.8 | |
| Average distance haul of one ton..... | 21.5 | |
| Total freight revenue..... | | 18,970 85 |
| Average amount received for each ton of freight..... | | 98.8 |
| Average receipts per ton per mile..... | | 4.58 |
| Estimated cost of carrying one ton one mile..... | | 2.437 |
| Freight earnings per mile of road..... | | 1,308 33 |
| Freight earnings per train mile..... | | 1 21 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 21,009 55 |
| Passenger and freight revenue per mile of road..... | | 1,448 90 |
| Passenger and freight earnings..... | | 21,607 09 |
| Passenger and freight earnings per mile of road..... | | 1,490 13 |
| Gross earnings from operation..... | | 24,864 42 |
| Gross earnings from operation per mile of road..... | | 1,714 78 |
| Expenses..... | | 13,731 63 |
| Expenses per mile of road..... | | 947 01 |
| Train mileage: | | |
| Miles run by passenger trains..... | 152.2 | |
| Miles run by freight trains..... | 1,595.7 | |
| Miles run by mixed trains..... | 13,875.1 | |
| Total mileage trains earning revenue..... | 15,623.0 | |
| Miles run by switching trains..... | 6,418 | |
| Grand total train mileage: | | |
| Mileage of loaded freight cars—north or east..... | 22,041 | |
| Mileage of loaded freight cars—south or west..... | 61,663 | |
| Mileage of empty freight cars—north or east..... | 7,843 | |
| Mileage of empty freight cars—south or west..... | 2,016 | |
| Mileage of empty freight cars—south or west..... | 55,426 | |
| Average number of freight cars in train..... | 12 | |
| Average number of loaded cars in train..... | 6 | |
| Average number of empty cars in train..... | 6 | |
| Average number of tons of freight in train..... | 34 | |
| Average number of tons of freight in each loaded car..... | 5½ | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEMS | Tonnage, number passengers, number trains, mileage number cars. | Revenue and rates. |
|---|---|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 7,899 | |
| Number of passengers carried one mile..... | 203,794 | |
| Average distance carried..... | 25.8 | |
| Total passenger revenue..... | | 5,623 33 |
| Average amount received from each passenger..... | | 71 194 |
| Average receipts per passenger per mile..... | | 2.761 |
| Estimated cost of carrying each passenger one mile..... | | 4.647 |
| Passenger earnings per mile of road..... | | 140 60 |
| Passenger earnings per train-mile..... | | 13 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 52,996 | |
| Number of tons carried one mile..... | 1,142,131 | |
| Average distance haul of one ton..... | 22 | |
| Total freight revenue..... | | 52,332 14 |
| Average amount received for each ton of freight..... | | 98.785 |
| Average receipts per ton per mile..... | | 4.581 |
| Estimated cost of carrying one ton one mile..... | | 2.487 |
| Freight earnings per mile of road..... | | 1,308 30.3 |
| Freight earnings per train-mile..... | | 1 21.4 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 57,955 97 |
| Passenger and freight revenue per mile of road..... | | 1,448 90 |
| Passenger and freight earnings..... | | 59,605 32 |
| Passenger and freight earnings per mile of road..... | | 1,490 13.3 |
| Gross earnings from operation..... | | 62,862 65 |
| Gross earnings from operation per mile of road..... | | 1,571 56.6 |
| Expenses..... | | 37,880 88 |
| Expenses per mile of road..... | | 947 02.2 |
| Train mileage: | | |
| Miles run by passenger trains..... | 420 | |
| Miles run by freight trains..... | 4,402 | |
| Miles run by mixed trains..... | 38,276 | |
| Total mileage trains earning revenue..... | 43,098 | |
| Miles run by switching trains..... | 6,418 | |
| Grand total train mileage..... | 49,516 | |
| Mileage of loaded freight cars—north or east..... | 170,106 | |
| Mileage of loaded freight cars—south or west..... | 21,636 | |
| Mileage of empty freight cars—north or east..... | 3,562 | |
| Mileage of empty freight cars—south or west..... | 152,900 | |
| Average number of freight cars in train..... | 12 | |
| Average number of loaded cars in train..... | 6 | |
| Average number of empty cars in train..... | 6 | |
| Average number of tons of freight in train..... | 34 | |
| Average number of tons of freight in each loaded car..... | 5.7 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight origina- ting on this road. Whole tons. | Freight received from connect- ing roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|--|---------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | | | 127 | .07 |
| Flour..... | | | 154 | .08 |
| Other mill products..... | | | 3 | |
| Hay | | | 73 | .04 |
| Tobacco..... | | | 6 | |
| Cotton..... | | | 103 | .06 |
| Fruit and vegetables..... | | | 297 | .15 |
| Rice..... | | | 6 | |
| Products of animals: | | | | |
| Live stock..... | | | 4 | |
| Dressed meats..... | | | 13 | .01 |
| Other packing-house products..... | | | 26 | .01 |
| Poultry, game and fish..... | | | 23 | .01 |
| Products of mines: | | | | |
| Anthracite coal..... | | | 19 | .01 |
| Stone, sand and other like articles..... | | | 6 | |
| Products of forest: | | | | |
| Lumber..... | | | 17,131 | 8.92 |
| Railroad ties..... | | | 663 | .35 |
| Manufactures: | | | | |
| Petroleum and other oils..... | | | 17 | .01 |
| Sugar..... | | | 28 | .01 |
| Naval stores..... | | | 80 | .04 |
| Other castings and machinery..... | | | 26 | .02 |
| Bar and sheet metal..... | | | 31 | .02 |
| Cement, brick and lime..... | | | 12 | .01 |
| Agricultural implements..... | | | 2 | |
| Wagons, carriages, tools, etc..... | | | 13 | .01 |
| Wines, liquors, and beers..... | | | 7 | |
| Household goods and furniture..... | | | 8 | |
| Fertilizers..... | | | 243 | .13 |
| Merchandise..... | | | 82 | .04 |
| Total tonnage—Virginia..... | 18,916 | 287 | 19,203 | 10.00 |
| Total tonnage—Entire line..... | 52,188 | 793 | 52,970 | 10.00 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|-----------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | | 2 | 1 vacuum. | | |
| Freight..... | | | 2 | 1 steam. | | |
| Total..... | | | 4 | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | | 2 | | | |
| Second-class passenger cars..... | | | 1 | | | |
| Baggage, express, and postal cars..... | | | 1 | | | |
| Total..... | | | 4 | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | | | 5 | | | |
| Flat cars..... | | | 84 | | | |
| Other cars..... | | | 32 | | | |
| Total..... | | | 121 | | | |
| Cars in company's service: | | | | | | |
| Caboose cars..... | | | 1 | | | |
| Total..... | | | 1 | | | |
| Grand total..... | | | 126 | | | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 39 | | | | 20 | 30 |
| Miles of yard track, sidings, and spurs..... | 11 | | | | | |
| Total mileage operated (all tracks)..... | 50 | | 50 | | | |

Mileage of line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage, excluding tracking rights. | Line operated under trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Virginia..... | | | 16 | | | |
| North Carolina..... | | | 34 | | | |
| Total mileage operated (single tracks.)..... | | | 50 | | | |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|-------|------------------|--|
| Steel | 1.17 | 50 | 26 00 |
| Total steel..... | 1.17 | 50 | 26 00 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|--------------|---------|--------------------------------------|
| Cypress..... | 6,169 | .23 |
| Total..... | 6,169 | .23 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—Tons. | | WOOD—Cords. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|--|-------------|-------------|-------------|--------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger, Freight, Switching, Construction. } * | | | | | | | |
| Total..... | | 432.03 | ..... | 166.75 | 515.41 | | |
| Average cost at distributing point..... | | 2.83 | ..... | 1.00 | 2.76 | | |

* No data except for totals.

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---------------------|--------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From— | To— | Miles. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Suffolk, Va | Montrose, N.C. | 40 | 16 | 2 | 38 | | | | | | | |
| Total | | 40 | 16 | 2 | 38 | | | | | | | |

GAUGE OF TRACK.

Gauge of track, 3 feet, 6 inches.

Gauge of track, 4 feet, 9 inches at Suffolk, Va.—third railed.

TELEGRAPH.

Owned by company making this report.

| MILES OF LINE. | MILES OF WIRE. | OPERATED BY THIS COMPANY. | |
|----------------|----------------|---------------------------|----------------|
| | | Miles of line. | Miles of wire. |
| 39 | 39 | 39 | 39 |

OATH.

STATE OF MARYLAND,
CITY OF BALTIMORE, } ss.

I, the undersigned, Chas. H. Jones, Jr., vice-president and general manager of the Suffolk & Carolina railway company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

CHAS. H. JONES, Jr.,
Vice-President and General Manager.

Subscribed and sworn to before me this 9th day of December, 1890.

JNO. T. MADDOX,
Justice of the Peace.

LYNCHBURG AND DURHAM RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—The Lynchburg and Durham Railroad company.

Date of organization—June 17th, 1887.

Organized under the laws of the states of Virginia and North Carolina.

Lynchburg, Halifax and North Carolina railroad company, see Acts of Assembly 1885-86; also Acts 1887, extra session, pages 17 and 18; laws North Carolina 1889, pages 49 and 98.

Roxboro' railroad company, see Acts North Carolina 1885, pages 599 to 603; also laws North Carolina 1887, page 498.

Durham and Roxboro' railroad company, see laws North Carolina 1885, pages 596 to 599; also laws North Carolina 1887, page 366, and same 1889, page 71.

Date and authority for each consolidation—June 17th, 1887.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|------------------------|-----------------------------|
| Geo. M. Jones | Lynchburg, Va. | June 17th, 1891. |
| Jacob H. Franklin..... | Lynchburg, Va. | |
| R. L. Miller..... | Lynchburg, Va. | |
| J. B. Winfree..... | Lynchburg, Va. | |
| M. H. Payne..... | Lynchburg, Va. | |
| Jno. H. Hickson..... | Lynchburg, Va. | |
| Robt. W. Withers | Rustburg, Va. | |
| Edw. Irvin..... | Ewington, Va. | |
| H. A. Edmondson | South Boston, Va. | |
| Joe. Stebbins | South Boston, Va. | |
| R. W. Watkins..... | Houston, Va. | |
| J. A. Long..... | Roxboro, N. C. | |
| E. J. Parish | Durham, N. C. | |
| Geo. W. Watts..... | Durham, N. C. | |

Total number of stockholders at date of last election—238.

Date of last meeting of stockholders for election of directors—June 17th, 1890.

Postoffice address of general office—Lynchburg, Va.

Postoffice address of operating office—Lynchburg, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---------------------------------|----------------------|---------------------|
| President | Peter J. Otey | Lynchburg, Va. |
| Vice-Presidents..... | Julian S. Carr | Durham, N. C. |
| | Wood Bouldin..... | Houston, Va. |
| Secretary and Treasurer..... | Alex. McDonald..... | Lynchburg, Va. |
| Auditor..... | C. C. Dunn, Jr..... | Lynchburg, Va. |
| Chief Engineer..... | J. W. Goodwin..... | Lynchburg, Va. |
| Superintendent Transportation.. | W. N. Mitchell | Lynchburg, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line. |
|---------------------------------------|--------------------|---------------------|----------------|
| | From— | To— | |
| Lynchburg & Durham railroad company.. | Lynchburg, Va..... | Roxboro', N. C..... | 83 |

EXPLANATORY REMARKS.

During the year ending June 30, 1890, 63 miles of the above were opened to operation. June 30, 1889, only 20 miles—from Lynchburg, Va., to Woodlawn, Campbell county, Va., operated.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total am't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|---|-----------------------------|------------------------------------|----------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 5,097 | \$100 | \$2,000,000 | \$509,700 | | |
| Total..... | 5,097 | | \$2,000,000 | \$509,700 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash real'd on am't issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash—Common..... | | | | | All issued prior to this report. | |

\$1,265,000 stock to be issued to Construction Company on completion of road to Durham, N. C., say October, 1890.

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of issue. | Amount outstanding. | Cash realized on the issue. | INTEREST. | | |
|---------------------------------|----------------|-----------|------------------|---------------------|-----------------------------|-----------|---------------|-----------------------------|
| | Date of issue. | When due. | | | | Rate. | When payable. | Amount accrued during year. |
| 50¢ per cent. 1st mortgage..... | 1888 | 1912 | \$1,680,000 00 | \$1,650,000 00 | | | | |

* Issued for construction—to be cancelled.

EXPLANATORY REMARKS.

Bonds recited above only temporary; to be replaced by \$2,012,500 five per cent. fifty-year gold bonds on completion of road to Durham, N. C.

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$1,650,000 00 | \$1,650,000 00 | | |
| *Miscellaneous obligations..... | | | | |
| Total..... | \$1,650,000 00 | \$1,650,000 00 | | |

* Cancelled.

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|--------------|---|-----|
| Cash | \$ 9,100 79 | Receiver's certificates..... | } † |
| Bills receivable, *county bonds in aid.. | 86,000 00 | Loans and bills payable..... | |
| Due from agents, mortgage on hand.. | 30,000 00 | Audited vouchers and accounts..... | |
| Other cash assets | 2,383 12 | Wages and salaries..... | |
| Property..... | 2,956 64 | Net traffic balances due to other companies..... | |
| Due on stock (not issued)..... | 7,376 86 | Dividends not called for..... | |
| | | Matured interest coupons unpaid (including coupons due July 1)..... | |
| | | Rentals due July 1..... | |
| | | Miscellaneous | |
| | | Balance cash assets..... | |
| Total | \$137,817 41 | Total..... | |

* In dispute—\$32,000 since delivered; \$40,000 to be delivered as soon as work commences south of Durham, N. C.

† There were no current liabilities June 30, 1890; understand that all bills were paid by Pennsylvania Construction company, and therefore we had none.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

No settlement except in bonds.

Contract with Construction company provided for \$15,000 in bonds, \$7,500 in notes (the latter to be replaced by stock) per mile of road.

Bonds and notes delivered as each section of 5 miles completed and turned over to railroad company.

INCOME ACCOUNT.

| | |
|------------------------------------|-------------|
| Gross earnings from operation..... | \$42,571 87 |
| Less operating expenses..... | 44,049 96 |
| Deficit..... | \$1,378 11 |

EXPLANATORY REMARKS.

Interest on bonds under contract with Construction company does not commence until January, 1891; first coupon (6 months) due July, 1891.

All expenses of salaries and maintenance of way and organization included in operating expenses.

EARNINGS FROM OPERATION.

Total passenger and freight earnings.....\$4,267 87

BONDS OWNED.

County bonds, \$86,000 not yet received.

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|--|--------------------------------------|-------------|
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | | | |
| Maintenance of equipment..... | | | |
| Conducting transportation..... | | | |
| General expenses..... | | | |
| | | | \$44,049 98 |

As road was not completed, all expenses, including deficit, etc., operating, met by Pennsylvania Construction company; accounts kept in gross.

CONTRACTS, AGREEMENTS, ETC.

Southern Express company—40 per cent. of gross receipts to be paid railroad company by express company.

United States mails—Whatever the Postmaster-General pleases.

Ordinary exchange of traffic. No special agreement with connecting railroads.

Western Union Telegraph company—For telegraph line.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|-----------------------------------|----------------------|-------------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| Six per cent. first mortgage..... | Lynchburg, Va. .. | Durham, N. C..... | 115 | \$15,000 00 | All. | | |

Bonds covered finished and unfinished road and are to be cancelled.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers..... | 7 | \$9,850 00 | \$4 49 |
| General office clerks..... | 7 | 4,440 00 | 2 03 |
| Station agents..... | 15 | 4,560 00 | 97½ |
| Other station men..... | 8 | 1,848 00 | 80 |
| Enginemen..... | 6 | 7,200 00 | 3 83 |
| Firemen..... | 6 | 3,600 00 | 1 91 |
| Conductors..... | 3 | 1,800 00 | 1 91 |
| Other trainmen..... | 7 | 3,360 00 | 1 06 |
| Machinists..... | 1 | 720 00 | 2 30 |
| Carpenters..... | 6 | 3,150 00 | 1 70 |
| Other shopmen..... | 2 | 1,350 00 | 2 16 |
| Section foremen..... | 11 | 5,940 00 | 1 70 |
| Other trackmen..... | 77 | 2,310 00 | 97 |
| Switchmen, flagmen, and watchmen..... | 1 | 300 00 | 97 |
| Telegraph operators and dispatchers..... | 6 | 2,160 00 | 1 15 |
| Total (incl'g "general officers")—Virginia..... | 163 | 52,588 00 | |
| Less "general officers"..... | 7 | 9,850 00 | |
| Total (excluding "general officers")..... | 156 | 42,738 00 | |
| Total (incl'g "general officers")—entire line..... | 163 | \$52,588 00 | |

Trackmen acting as switchmen, etc. Wages, etc., not distributed. Salaries, wages, etc., as of close of year June, 1890.

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|---------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | 4 | 3 | 3 | Westing-house, | 3 | Janney. |
| Freight | 2 | 1 | 1 | " | 2 | " |
| Total | 6 | 4 | | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | 4 | 4 | | Westing-house, | | Janney. |
| Combination passenger cars..... | 3 | | | " | | " |
| Baggage, express, and postal cars..... | 2 | | | " | | " |
| Total..... | 9 | | | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | 50 | | | | | |
| Flat cars..... | 63 | | | | | |
| Total..... | 113 | | | | | |
| Total owned..... | 128 | | | | | |

MILEAGE OF ROAD OPERATED.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage operated. | New line constructed during year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 72.40 | 1 | 72.40 | | | |
| Miles of yard track, sidings, and spurs..... | 5.30 | | 5.30 | | | |
| Total mileage operated (all tracks)..... | 77.70 | 1 | 77.70 | | | 78.70 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---|--------|-------------------|---|---------------------------------|-----------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. | ASCENDING GRADER. | | | DESCENDING GRADER. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Lynchburg, Va..... | Virginia and N. Carolina State line.... | 72.40 | 133 | 21.48 | 50.92 | 11.12 | 63 | 1,576.5 | 23.36 | 70 | 1,931.5 | 32.92 |

BRIDGES, TRETTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------------|-----------|-----------------|--------------|-----------------|--------------|-------------------|--------------|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Iron | 3 | 125 | ..... | 309 | 6 | 741 | 6 | | |
| Wooden | 1 | 50 | ..... | 50 | ..... | 50 | | | |
| Total | 4 | 175 | ..... | ..... | ..... | 791 | 6 | | |
| Trestles | 19 | 10 | ..... | 1,826 | ..... | 9,925 | 500 | | |
| Tunnels | 1 | 500 | ..... | 500 | ..... | 500 | ..... |  |  |
| Overhead highway crossings: | | | | | | | | | |
| Bridges | 6 | ..... | ..... | ..... | ..... | ..... | ..... | 24 | |
| Overhead railway crossings: | | | | | | | | | |
| Bridges | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 19 | |

Gauge of track—four feet, nine inches; 72.40 miles.

TELEGRAPH.

Owned by another company, but located on property of this road.

| MILES OF LINE. | MILES OF WIRE. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|----------------|---------------------------------|----------------------------|
| 72.40 | 72.40 | Western Union Telegraph Co..... | L. & D. R. R. Co. |

OATH.

STATE OF VIRGINIA,
COUNTY OF CAMPBELL, } ss:

We, the undersigned, Peter J. Otey, president, and Chas. C. Dunn, Jr., Auditor of the Lynchburg & Durham railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

PETER J. OTEY,
President.

C. C. DUNN, JR.,
Auditor.

Subscribed and sworn to before me this 13th day of December, 1890.

JOHN W. HARVEY,
Notary Public.

RICHMOND AND DANVILLE RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Richmond & Danville railroad company.

Date of organization—March 9th, 1847.

Organized under the laws of the state of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|----------------------|-------------------------------|
| Geo. S. Scott..... | New York | On election of his successor. |
| Samuel Thomas | New York | |
| H. C. Fahnestock..... | New York | |
| John G. Moore | New York | |
| John C. Calhoun..... | New York | |
| John A. Rutherford..... | New York | |
| Chas. M. McGhee | New York | |
| J. C. Maben..... | New York | |
| John Hall | New York | |
| Calvin S. Brice | Lima, Ohio | |
| John S. Barbour..... | Alexandria, Va. | |
| Samuel M. Inman..... | Atlanta, Ga..... | |

Total number of stockholders at date of last election—100.

Date of last meeting of stockholders for election of directors—December 18, 1889.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Washington, D. C.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------------|----------------------------------|---------------------|
| Chairman of the Board | President of company ex-officio. | |
| President | John H. Inman | New York. |
| First Vice-President | W. G. Oakman | New York. |
| Second Vice-President | A. B. Andrews..... | New York. |
| Secretary and Asst Treasurer | R. Brooke | Richmond, Va. |
| Treasurer | John W. Hall..... | Washington, D. C. |
| Assistant Treasurer..... | W. H. Marbury | Washington, D. C. |
| General Solicitor | Jas. T. Worthington..... | Washington, D. C. |
| Attorney, or General Counsel ... } | Hoadley, Lauterbach & Johnson | 120 Broadway, N. Y. |
| | Calhoun, King & Spalding..... | Atlanta, Ga. |
| Auditor..... | C. M. Crump..... | Washington, D. C. |
| Assistant Auditor..... | M. C. Figg..... | Washington, D. C. |
| General Manager..... | Payton Randolph..... | Washington, D. C. |
| Assistant General Manager..... | W. H. Green | Washington, D. C. |
| Chief Engineer | C. M. Bolton | Washington, D. C. |
| General Superintendent..... | W. H. Green | Washington, D. C. |
| Division Superintendent..... | W. B. Ryder..... | Richmond, Va. |
| Superintendent Telegraph | C. A. Darlton | Washington, D. C. |
| Traffic Manager | Sol. Haas | Richmond, Va. |
| General Freight Agent..... | J. H. Drake..... | Richmond, Va. |
| General Passenger Agent..... | Jas. L. Taylor | Washington, D. C. |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|-------------------------------------|---------------------------------|-----------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 50,000 | \$100 | \$5,000,000 | \$5,000,000 | 10 per cent. | \$500,000 |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | Rate. | INTEREST. | | |
|--|----------------|-------------|-----------------------------|-----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount matured during year. |
| *Second mortgage..... | June, 1867 | Nov., 1875 | ..... | ..... | \$ 3,000 00 | No record. | 6 per cent. | ..... | ..... | ..... |
| *Consol. mortgage..... | Oct., 1874 | May, 1890 | ..... | ..... | 30,000 00 | No record. | 6 per cent. | ..... | ..... | ..... |
| Gen'l gold mortgage..... | Oct., 1874 | June, 1915 | \$5,000,000 00 | \$5,997,000 00 | 5,996,000 00 | "A." | 6 per cent. | May & Nov. | \$ 28,727 50 | \$ 34,476 00† |
| Debenture mortgage..... | Feb., 1882 | April, 1927 | 4,000,000 00 | 4,000,000 00 | 3,368,000 00 | "B." | 6 per cent. | Jan'y & July. | 353,310 33 | 325,060 00 |
| Consol. G. mortgage..... | Oct., 1886 | Oct., 1896 | 14,500,000 00 | 2,971,000 00 | 2,971,160 00 | "C." | 6 per cent. | April & Oct. | 201,960 00 | 201,960 00 |
| Total..... | ..... | ..... | 24,500,000 00 | 12,968,000 00 | 12,368,160 00 | ..... | ..... | ..... | 702,643 60 | 686,216 00 |
| Equip. S. F. 5 per cent. mortgage..... | Sept., 1889 | Sept., 1909 | 2,500,000 00 | 1,093,000 00 | 1,093,000 00 | ..... | 5 per cent. | March & Sept. | 46,641 63 | 27,325 00† |
| Grand total..... | ..... | ..... | \$27,000,000 00 | \$14,061,000 00 | \$13,461,160 00 | ..... | ..... | ..... | \$748,185 29 | \$722,541 00 |

* Paid. † This series was being reduced monthly, causing less accrued than matured. ‡ Sinking fund on this series, 4 per cent. in addition to 6 per cent. interest.

EXPLANATORY REMARKS.

"A." Issued partly for cash and partly to take up first two mortgages.
 "B." The debentures (\$32,000) were surrendered in exchange for consol. 5 per cent. bonds. No record of cash proceeds.
 "C." Issued partly for cash and partly to take up (\$32,000 debentures).

EQUIPMENT TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. | Remarks. |
|--|------------------------------|----------------------------------|--------------------------------|--|----------|
| Richmond & Danville equip. trust..... Do. Series B..... | May 12, 1886 Nov. 1, 1887 | 10 years 8½ years..... | Forty Thirty-five.... | 40 locomotives. { 10 locomotives. 100 flat cars. 200 gondola cars. 31 locomotives. 650 box cars. 200 flat cars. 100 gondola cars. 100 pair frt. car trucks. 30 locomotives. { 1 passenger cars. 500 freight cars. | |
| R. R. Equip. Co., series B., 116..... | Sept. 1, 1887 | 10 years 10 years | Forty Forty | | |
| R & D. equip't trust, series No. 2..... | Aug. 30, 1888 | 10 years | Forty | | |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | Rate. |
|------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|-----------------------------|-------------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. | |
| R. & D. equip. trust..... | | | | | | | | 6 per cent. |
| Series B..... | | \$367,200 00 | \$216,000 00 | | | | | 6 per cent. |
| Series B..... | | 237,210 00 | 166,000 00 | | | | | 6 per cent. |
| Series No. 2..... | | 333,710 00 | 264,000 00 | | | | | 6 per cent. |
| Series B, 116..... | | 784,500 00 | 554,625 00 | | | | | 6 per cent. |
| Total..... | | \$1,722,620 00 | \$1,200,625 00 | | | | | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|--------------------------------|-----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$12,968,000 00 | \$12,368,160 00 | \$702,643 66 | \$665,216 00 |
| Miscellaneous obligations..... | 1,722,620 00 | 1,200,625 00 | | |
| Equip. S. F. 5 per cent..... | 1,093,000 00 | 1,093,000 00 | 45,641 63 | 27,325 00 |
| Total..... | \$15,783,620 00 | \$14,661,785 00 | \$748,185 29 | \$722,541 00 |

* Interest charged to equipment.

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|----------------|--|----------------|
| Cash—Coupon agencies and trust } companies | \$225,185 89 | Loans and bills payable..... | \$1,220,985 63 |
| Bills receivable..... | 679,738 97 | Audited vouchers and accounts. .. | 702,567 39 |
| Due from agents..... | 327,746 61 | Wages and salaries..... | 509,384 43 |
| Net traffic balances due from other companies | 194,851 63 | Dividends not called for..... | 25,233 00 |
| Due from solvent companies and individuals | 275,878 14 | Matured interest coupons unpaid (including coupons due July 1)..... | 245,742 00 |
| Other cash assets | 4,778,035 39 | Matured interest coupons unpaid (leased lines)..... | 774,146 43 |
| | 21,155 52 | Miscellaneous..... | 551,138 63 |
| | | Balance—Cash assets..... | 2,470,394 64 |
| Total..... | \$6,499,592 15 | Total..... | \$6,499,592 15 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|----------------------------------|---------------------------------|------------------|-------------------------|-----------------------------|-----------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$ 5,000,000 | All..... | ..... | 15.2 | \$32,900 |
| Bonds..... | 13,461,160 | All..... | ..... | 15.2 | 88,553 |
| Equipment trust obligations..... | 1,200,625 | ..... | All..... | 15.2 | 7,895 |
| Total | \$19,661,785 | ..... | ..... | ..... | \$129,348 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| EXPENDITURES DURING YEAR. | | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| ITEMS. | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction: | | | | | | |
| Right of way..... | | | | | | |
| Other real estate..... | | | | | | |
| Fences..... | | | | | | |
| Grading and bridge and culvert ma- sonry..... | | | | | | |
| Bridges and trestles..... | | | | | | |
| Rails..... | | | | | | |
| Ties..... | | | | | | |
| Other superstructure..... | | | | | | |
| Buildings, furniture, and fixtures..... | | | | | | |
| Shop machinery and tools..... | | | | | | |
| Engineering ex- penses..... | | | | | | |
| Interest during con- struction..... | | | \$4,757 56 | | | |
| Discount on securi- ties sold for con- struction..... | | | | | | |
| Telegraph line..... | | | | | | |
| Wharfing, etc..... | | | | | | |
| Sidings and yard ex- tensions..... | | | | | | |
| Terminal facilities and elevators..... | | | | | | |
| Road built by con- tract..... | | | | | | |
| Purchase of con- structed road..... | | | | | | |
| Other items..... | | | | | | |
| Total construc- tion..... | | | 4,757 56 | | | |
| Equipment: | | | | | | |
| Locomotives..... | | | 27,635 44 | | | |
| Passenger cars..... | | | 1,507 60 | | | |
| Baggage, express, and postal cars..... | | | 23 75 | | | |
| Freight cars..... | | | 32,581 23 | | | |
| Other items..... | | | 83 26 | | | |
| Total equipment..... | | | 61,831 37 | | | |
| Grand total cost con- struction, equipm't, etc..... | | | \$66,588 93 | | | |

INCOME ACCOUNT.

| | | |
|---|----------------|----------------|
| Gross earnings from operation..... | \$2,181,600 53 | |
| Less operating expenses..... | 1,027,183 82 | |
| Income from operation..... | | \$1,154,416 71 |
| Interest on bonds owned..... | 140,290 00 | |
| Dividends on stocks owned..... | 100 00 | |
| Miscellaneous income—less expenses..... | 264,490 15 | |
| Income from other sources..... | | 404,880 15 |
| Total income..... | | 1,559,296 86 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 748,185 29 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 14,496 05 | |
| Rentals..... | 60,000 00 | |
| Taxes..... | 21,883 84 | |
| Permanent improvements..... | 66,588 93 | |
| Other deductions..... | 30,065 98 | |
| Total deductions from income..... | | 941,220 69 |
| Net income..... | | 618,076 17 |
| Dividends, 10 per cent. Common stock..... | | 500,000 00 |
| Surplus from operations of year ending June 30, 1890..... | | 118,076 17 |
| Surplus on June 30, 1889..... | | 2,564,002 87 |
| Additions for year..... | | 118,076 17 |
| Surplus on June 30, 1890..... | | 2,682,079 04 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$346,472 93 | | |
| Less repayments—total deductions..... | | \$2,915 47 | |
| Total passenger revenue..... | | | \$343,557 46 |
| Mail..... | 47,390 47 | | |
| Express..... | 26,175 23 | | |
| Other items..... | 2,060 48 | | 75,626 18 |
| Total passenger earnings..... | | | 419,183 64 |
| Freight: | | | |
| Freight revenue..... | 1,488,593 20 | | |
| Less repayments—total deductions..... | | 30,507 87 | |
| Total freight revenue..... | | | 1,458,085 33 |
| Other items..... | | | 2,466 07 |
| Total freight earnings..... | | | 1,460,551 40 |
| Total passenger and freight earnings..... | | | 1,879,735 04 |
| Other earnings from operation: | | | |
| Car mileage—balance..... | | | 300,837 51 |
| Rentals not otherwise provided for..... | | | 1,027 98 |
| Total other earnings..... | | | 301,865 49 |
| Total gross earnings from operation—Virginia..... | | | 2,181,600 53 |
| Total gross earnings from operation—entire line..... | | | 2,181,600 53 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|--------------------|--------------|------------------------------|
| Richmond & West Point Ter. Ry. & W. H. Co., 5 per cent. trust..... | \$450,000 00 | 5 per cent. | \$25,000 00 |
| Hartwell R. R. 1st mortgage bonds..... | 16,200 00 | 10 per cent. | 1,800 00 |
| Lawrenceville R. R. 1st mortgage bonds..... | 30,000 00 | 7 per cent. | 7,350 00 |
| Milton & Sutherlin R. R. 1st mortgage bonds..... | 26,000 00 | 8 per cent. | 2,080 00 |
| High Point, Randleman, Asheboro' & So. R. R. 1st mortgage bonds..... | 402,000 00 | 6 per cent. | 24,120 00 |
| Piedmont R. R. 1st mortgage bonds..... | 500,000 00 | 6 per cent. | 30,000 00 |
| Piedmont R. R. second mortgage bonds..... | 500,000 00 | 6 per cent. | 30,000 00 |
| Baltimore, Chesapeake & Richmond S. B. Co. certificates of indebtedness..... | 250,000 00 | 6 per cent. | 9,350 00 |
| Clarke Co. (Va.) bond and coupons..... | 68,041 00 | 6 per cent. | |
| Held under lease—Elberton Air Line railway 1st mortgage bonds..... | 150,000 00 | 7 per cent. | 10,500 00 |
| Total..... | \$2,392,241 00 | | \$140,290 00 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|------------------|-------|------------------------------|
| Piedmont R. R. Co. | \$1,496,500 00 | | |
| Hartwell R. R. | 13,000 00 | | |
| Balt., Chesapeake & Richmond S. B. Co. | 124,900 00 | | |
| Richmond & West Pt. Ter. Ry. & W. H. Co., common... | 1,000,000 00 | | |
| Richmond & West Pt. Ter. Ry. & W. H. Co., preferred.. | 33 32 | | |
| Charlotte, Columbia & Augusta R. R. | 10,000 00 | | \$100 00 |
| Total..... | \$2,644,433 32 | | \$100 00 |

MISCELLANEOUS INCOME.

| ITEMS. | Gross income. | Less expenses. | Net miscellaneous income. |
|--|---------------|----------------|---------------------------|
| Interest on open account for advances to leased lines..... | \$173,321 36 | | \$173,321 36 |
| Premium on bonds..... | 73,173 67 | | 73,173 67 |
| Earning on compresses..... | 17,036 67 | | 17,036 67 |
| Rent of Palmer property..... | | | 938 45 |
| Total..... | | | \$264,490 15 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|----------------------------------|--------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$34,406 50 | \$74,456 87 | \$108,863 37 |
| Renewals of rails..... | 362 43 | 724 86 | 1,087 29 |
| Renewals of ties..... | 14,461 77 | 28,017 02 | 42,478 79 |
| Repairs of bridges and culverts..... | 17,386 60 | 27,900 95 | 45,286 55 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 616 29 | 1,331 49 | 1,947 78 |
| Repairs of buildings..... | 12,190 27 | 24,672 13 | 36,862 40 |
| Repairs of docks and wharves..... | 21 27 | 482 07 | 503 34 |
| Repairs of telegraph..... | 21 05 | 41 13 | 62 18 |
| Other expenses..... | 2,378 46 | 5,215 50 | 7,593 96 |
| Total | 81,844 64 | 162,851 02 | 244,695 66 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 22,187 63 | 31,373 09 | 53,560 72 |
| Repairs and renewals of passenger cars..... | 33,157 68 | | 33,157 68 |
| Repairs and renewals of freight cars..... | | 133,628 14 | 133,628 14 |
| Shop machinery, tools, etc..... | 9,770 99 | 10,597 31 | 20,368 30 |
| Other expenses..... | 2,416 79 | 4,157 40 | 6,574 19 |
| Total | 67,533 09 | 188,755 94 | 256,289 03 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen, Fuel for locomotives..... | 16,513 33 | 65,405 75 | 81,919 08 |
| Water supply for locomotives..... | 16,074 70 | 71,529 80 | 87,604 60 |
| All other supplies for locomotives..... | 2,950 75 | 4,415 00 | 7,365 75 |
| Wages of other trainmen..... | 1,900 97 | 3,808 19 | 5,709 16 |
| All other train supplies..... | 16,168 90 | 61,350 79 | 77,519 69 |
| Wages of switchmen, flagmen and watchmen..... | 2,485 22 | 6,106 16 | 8,591 38 |
| Expense of telegraph, including train dispatchers and operators..... | 3,835 35 | 9,108 87 | 12,944 22 |
| Wages of station agents, clerks and laborers..... | 8,533 20 | 17,741 00 | 26,274 20 |
| Station supplies..... | 11,575 91 | 48,032 05 | 59,607 96 |
| Loss and damage..... | 2,010 80 | 4,126 42 | 6,137 22 |
| Injuries to persons..... | 2,109 97 | 5,957 94 | 8,067 91 |
| Other expenses..... | 1,262 94 | 4,963 53 | 6,226 47 |
| Total | 12,593 11 | 10,942 58 | 23,535 69 |
| Total | 98,015 15 | 313,488 18 | 411,503 33 |
| General expenses: | | | |
| Salaries of officers..... | 9,700 57 | 20,201 09 | 29,901 66 |
| Salaries of clerks..... | 6,964 55 | 14,494 77 | 21,459 32 |
| General office expenses and supplies..... | 324 24 | 664 42 | 988 66 |
| Agencies, including salaries and rent..... | 4,867 34 | 11,168 80 | 16,036 14 |
| Advertising..... | 1,956 46 | 60 21 | 2,016 67 |
| Insurance..... | 1,809 66 | 4,915 62 | 6,725 28 |
| Legal expenses..... | 6,343 27 | 13,868 61 | 20,211 88 |
| Stationery and printing..... | 3,870 22 | 6,728 41 | 10,598 63 |
| Other general expenses..... | 2,271 86 | 4,685 70 | 6,957 56 |
| Total | 37,908 17 | 76,787 63 | 114,695 80 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 81,844 64 | 162,851 02 | 244,695 66 |
| Maintenance of equipment..... | 67,533 09 | 188,755 94 | 256,289 03 |
| Conducting transportation..... | 98,015 15 | 313,488 18 | 411,503 33 |
| General expenses..... | 37,908 17 | 76,787 63 | 114,695 80 |
| Grand total..... | \$285,301 05 | 741,882 77 | 1,027,183 82 |
| Percentage expenses to earnings—Entire line..... | | | 47 |

RENTALS PAID.

Rent paid for lease of Piedmont railroad, \$60,000 00.

IMPORTANT CHANGES DURING THE YEAR.

No extensions.

The important physical changes are as follows:

Iron bridges replacing wooden bridges.

Appomattox river, 26.8 mile post, 2 span, 90 feet, Warren girder-deck, in place of wood Howe truss—through.

Flat creek, 29.3 mile post, 1 span, 110 feet, Warren girder-deck, in place of wood Howe truss-deck.

Little Roanoke river, 86.8 mile post, 1 span, 154 feet 8 inches, Pratt truss—through, in place of wood Howe truss—through.

Piney creek, 97 mile post, 1 span, 50 feet, Plate girder-deck, in place of wood Howe truss—through.

Difficult creek, 98.5 mile post, 1 span, 115 feet, Pratt truss—through, in place of wood Howe truss—through.

Bannister river, 103.2 mile post, 2 span, 138 feet and 151 feet, Pratt truss—through, in place of wood Howe truss—through.

Miry creek, 113.2 mile post, 1 span, 127 feet 9 inches, Pratt truss—through, in place of wood Howe truss—through.

Atlantic & Danville railroad crossing, 140.2 mile post, 1 span, 33 feet, Plate girders, in place of wood trestle.

CONTRACTS, AGREEMENTS, ETC.

With Southern Express company for handling of all express business other than over the Virginia Midland railway division.

With United States government for handling United States mails, regular compensation based on weights carried.

With Pullman Palace Car company for sleeping car service.

Western Union Telegraph company for telegraph service.

With associated railways for handling competition traffic.

Piedmont Air-Line—Joint arrangement between all roads of the system and immediate connections for the handling of through competition traffic.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|----------------------|-------------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| *Consol. mortgage 6 per cent. bonds | Richmond..... | Danville..... | 140 | ..... | All. | All. | None. |
| General mortgage gold 6 per cent. bonds.. | Richmond..... | Dan. & branches.. | 162 | \$39,447 00 | All. | All. | None. |
| Debenture bonds..... | Richmond..... | Dan. & branches.. | 162 | 22,150 00 | All. | All. | None. |
| Consol. mortgage 5 per cent. bonds..... | Richmond..... | Dan. & branches.. | 162 | 19,547 00 | All. | All. | None. |
| Equip. S. F. 5 per cent. bonds..... | Richmond..... | Dan. & branches.. | 162 | 7,190 00 | All. | All. | None. |

• Matured May 1, 1890.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| Station Agents..... | 35 | \$20,140 00 | \$1 84 |
| Other Station Men | 122 | 54,978 00 | 1 44 |
| Enginemen | 45 | 47,043 80 | 3 34 |
| Firemen | 56 | 32,704 00 | 1 87 |
| Conductors..... | 34 | 30,300 00 | 2 85 |
| Other trainmen..... | 104 | 51,680 00 | 1 59 |
| Machinists..... | 70 | 51,488 50 | 2 35 |
| Carpenters..... | 144 | 86,614 45 | 1 92 |
| Other shopmen | 206 | 80,519 25 | 1 25 |
| Section foremen..... | 35 | 17,100 00 | 1 56 |
| Other trackmen..... | 196 | 47,100 00 | 77 |
| Switchmen, flagmen, and watchmen..... | 28 | 11,523 20 | 1 31 |
| Telegraph operators and dispatchers..... | 36 | 23,260 00 | 2 06 |
| All other employees and laborers..... | 474 | 166,172 00 | 1 12 |
| Total (excluding "general officers")..... | 1,585 | 720,623 30 | 1 45 |
| Distribution of above: | | | |
| Maintenance of way and structures..... | 293 | 92,147 63 | 1 00 |
| Maintenance of equipment..... | 831 | 356,356 57 | 1 37 |
| Conducting transportation..... | 461 | 272,119 10 | 1 90 |
| Total (excluding "general officers")..... | 1,585 | \$720,623 30 | \$1 45 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 298,927 | |
| Number of passengers carried one mile..... | 12,484,579 | |
| Average distance carried..... | 41.7 | |
| Total passenger revenue..... | | \$343,557 46 |
| Average amount received from each passenger..... | | 1 44.93 |
| Average receipts per passenger per mile..... | | 2.75 |
| Estimated cost of carrying each passenger one mile..... | | 2.29 |
| Passenger earnings per mile of road..... | | 1,817 76 |
| Passenger earnings per train mile..... | | 1 01 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 1,088,549 | |
| Number of tons carried one mile..... | 108,029,366 | |
| Average distance haul of one ton..... | 99.5 | |
| Total freight revenue..... | | 1,458,085 33 |
| Average amount received for each ton of freight..... | | 1 34.94 |
| Average receipts per ton per mile..... | | 1.35 |
| Estimated cost of carrying one ton one mile..... | | 1.68 |
| Freight earnings per mile of road..... | | 7,714 73 |
| Freight earnings per train-mile..... | | 2 12 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 1,801,642 79 |
| Passenger and freight revenue per mile of road..... | | 9,532 50 |
| Passenger and freight earnings..... | | 1,870,735 04 |
| Passenger and freight earnings per mile of road..... | | 9,945 74 |
| Gross earnings from operation..... | | 2,181,600 53 |
| Gross earnings from operation per mile of road..... | | 11,542 86 |
| Expenses..... | | 1,027,183 83 |
| Expenses per mile of road..... | | 5,434 82 |
| Train mileage: | | |
| Miles run by passenger trains..... | 338,710 | |
| Miles run by freight trains..... | 688,038 | |
| Total mileage trains earning revenue..... | 1,026,748 | |
| Miles run by switching trains..... | 267,149 | |
| Miles run by construction and other trains..... | 61,566 | |
| Grand total train mileage..... | 1,355,463 | |
| Mileage of loaded freight cars—north or east..... | 12,898,560 | |
| Mileage of loaded freight cars—south or west..... | | |
| Mileage of empty freight cars—north or east..... | | |
| Mileage of empty freight cars—south or west..... | 3,074,429 | |
| Average number of freight cars in train..... | 23.2 | |
| Average number of loaded cars in train..... | 18.7 | |
| Average number of empty cars in train..... | 4.5 | |
| Average number of tons of freight in train..... | 157.0 | |
| Average number of tons of freight in each loaded car..... | 8.4 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 12,851 | \$34,322 | 47,173 | |
| Flour..... | 11,859 | 8,130 | 19,989 | |
| Other mill products..... | 16,657 | 10,075 | 26,732 | |
| Hay..... | 2,233 | 7,079 | 9,312 | |
| Tobacco..... | 14,245 | 13,452 | 27,697 | |
| Cotton..... | 31 | 94,835 | 94,866 | |
| Fruit and vegetables..... | 2,422 | 34,644 | 37,066 | |
| Cotton factory products..... | 586 | 22,867 | 23,453 | |
| Products of animals: | | | | |
| Live stock..... | 1,034 | 4,897 | 5,931 | |
| Dressed meats..... | 7,670 | 1,218 | 8,888 | |
| Other packing-house products..... | 867 | 634 | 1,501 | |
| Poultry, game, and fish..... | 422 | 612 | 1,034 | |
| Wool..... | 28 | 111 | 139 | |
| Hides and leather..... | 333 | 1,362 | 1,715 | |
| Products of mines: | | | | |
| Anthracite coal..... | 221 | 14,152 | 14,373 | |
| Bituminous coal..... | 31,711 | 48,199 | 79,910 | |
| Coke..... | 429 | 387 | 816 | |
| Ores..... | 102 | 2,951 | 3,053 | |
| Stone, sand, and other like articles..... | 31,545 | 2,115 | 33,660 | |
| Products of forest: | | | | |
| Lumber..... | 19,601 | 92,415 | 112,016 | |
| Manufactures: | | | | |
| Petroleum and other oils..... | 5,552 | 12,417 | 17,969 | |
| Sugar..... | 6,919 | 3,850 | 10,769 | |
| Naval stores..... | 68 | 4,900 | 4,968 | |
| Iron—Pig and bloom..... | 9,215 | 76,056 | 85,271 | |
| Iron and steel rails..... | 1,040 | 44,204 | 45,244 | |
| Other castings and machinery..... | 8,434 | 21,923 | 30,357 | |
| Bar and sheet metal..... | 6,455 | 3,537 | 9,992 | |
| Cement, brick, and lime..... | 5,728 | 6,332 | 12,060 | |
| Agricultural implements..... | 37 | 782 | 819 | |
| Wagons, carriages, tools, etc..... | 690 | 1,703 | 2,393 | |
| Wines, liquors, and beers..... | 1,719 | 3,321 | 5,040 | |
| Household goods and furniture..... | 945 | 2,392 | 3,337 | |
| Fertilizers..... | 18,634 | 52,976 | 71,610 | |
| Merchandise..... | 52,421 | 68,979 | 121,400 | |
| Miscellaneous—other commodities not mentioned above..... | 58,292 | 60,704 | 118,996 | |
| Total tonnage—Virginia..... | 329,996 | 758,553 | 1,088,549 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | | |
|--|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|---------|--|
| | | | No. | Kind. | No. | Kind. | |
| Locomotives: | | | | | | | |
| Passenger..... | | 10 | 10 | Westing-house. | | | |
| Freight | | 14 | | | | | |
| Switching..... | | 4 | | | | | |
| Total | | 28 | 10 | | | | |
| Cars in passenger service: | | | | | | | |
| First-class passenger cars..... | | 24 | 24 | Westing-house, | 24 | Janney. | |
| Second-class passenger cars..... | | 6 | 6 | " | 6 | " | |
| Combination passenger cars..... | | 2 | 2 | " | 2 | " | |
| Baggage, express, and postal cars..... | | 26 | 26 | " | 26 | " | |
| Other cars in passenger service..... | | 6 | 6 | " | 6 | " | |
| Total..... | | 64 | 64 | ..... | 64 | | |
| Cars in freight service..... | | | | | | | |
| Box cars..... | | 989 | | | | | |
| Flat cars..... | | 536 | | | | | |
| Stock cars..... | | 77 | | | | | |
| Stock cars and gondolas..... | | 423 | | | | | |
| Total..... | | 2,025 | | | | | |
| Cars in company's service: | | | | | | | |
| Caboose cars | | 26 | | | | | |
| Other road cars..... | | 18 | | | | | |
| Total..... | | 44 | | | | | |
| Cars leased: | | | | | | | |
| Passenger..... | 9 | 22 | 22 | Westing-house. | 22 | Janney. | |
| Freight | 896 | 2,378 | 780 | " | 780 | " | |
| Engines—Freight..... | 11 | 86 | 86 | " | | | |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 140.00 | 12 | 48.4 | 201.00 | 11 | 190.00 |
| Miles of yard track, sidings, and spurs | 29.82 | | 7.1 | 36.92 | 29.12 | 7.80 |
| Total mileage operated (all tracks)..... | 170.42 | | 55.5 | 237.92 | 40.12 | 197.80 |

Mileage of line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding tracking rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Virginia | 140.00 | 12.00 | 5.1 | 157.70 | 11 | 146.70 |
| North Carolina..... | | | 43.3 | 43.30 | | 43.30 |
| Total mileage operated (single tracks.)... | 140.00 | | 48.4 | 201.00 | 11 | 190.00 |

The whole of line in Virginia owned by this company except 5.10 miles.

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|-------------------|--------|------------------|--|
| Steel..... | 101.89 | 60½ | \$30 00 |
| Total steel. | 101 89 | 60½ | \$30 00 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|--------------------|---------|--------------------------------------|
| Oak—1st class..... | 111,562 | 36 |
| 2d class..... | 20,447 | 18 |
| Total..... | 132,009 | 54 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—Tons. | | WOOD—Cords. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|--------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 8,495 | | 118 | 8,554 | 338,710 | 56 |
| Freight..... | | 35,394 | | 238 | 35,513 | 688,038 | 116 |
| Switching..... | | 2,820 | | | 2,820 | 272,481 | 23 |
| Work train..... | | 1,379 | | | 1,388 | 55,224 | 56 |
| Total..... | | 48,088 | | 374 | 48,275 | 1,354,453 | 80 |
| Average cost at distributing point..... | | \$2 10 | | \$2 00 | | | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | 13 | | | | | | 13 |
| Falling from trains and engines..... | | 13 | | | | | | 13 |
| Overhead obstructions..... | 1 | 2 | | | | | 1 | 2 |
| Collisions..... | | 2 | | | | | | 2 |
| Derailements..... | 1 | 3 | | | | | 1 | 3 |
| Other train accidents..... | 1 | | | 1 | | 1 | 1 | 1 |
| At stations..... | | 6 | | 1 | | 56 | | 63 |
| Other causes..... | | 20 | 1 | 1 | 1 | 19 | 2 | 40 |
| Total..... | 3 | 59 | 1 | 2 | 1 | 76 | 5 | 137 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|----------------------------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other train accidents..... | | | 2 | | | | 2 | |
| At highway crossings..... | | | 1 | | | 3 | 1 | 3 |
| At stations..... | | | | 4 | | | | 4 |
| Other causes..... | 1 | 1 | 5 | 4 | | 1 | 6 | 6 |
| Total..... | 1 | 1 | 8 | 8 | | 4 | 9 | 13 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|------------------|--------|-------------------|-----------------------------------|--------------------------|-----------------------|-------------------|-----------------|---------------------------------------|--------------------|------------------|--|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved lines. | Length of straight line. | Length of level line. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | Miles. | Miles. | Miles. | Number. | Sum of ascents. | Aggregate length of ascending grades. | Number. | Sum of descents. | Aggregate length of descending grades. |
| | | | | | | | | Feet. | Miles. | | Feet. | Miles. |
| Richmond | Danville | 140.52 | 182 | 47.64 | 92.88 | 33.01 | 79 | 2,128.07 | 68.75 | 65 | 1,743.08 | 38.76 |
| Danville | Greensboro | 46.48 | | 16.34 | 32.14 | | | 1,239.64 | | | 817.68 | |

BRIDGES, TRESTLES, AND TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone..... | 8 | | | | | 1,362 | | | |
| Iron..... | 15 | | | | | 3,433 | | | |
| Wooden..... | 5 | | | | | 2,521 | | | |
| Total..... | 28 | | | | | 7,316 | | | |
| Trestles..... | 36 | | | | | 8,395 | | | |
| Tunnels..... | 2 | | | | | 155 | 6 | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 9 | | | | | | | 19 | |
| Total..... | 9 | | | | | | | 19 | |
| Overhead railway crossings: | | | | | | | | | |
| Bridges..... | 1 | | | | | | | 22 | |
| Total..... | 1 | | | | | | | 22 | |

Gauge of track—four feet, nine inches; 189 miles.

OATH.

DISTRICT OF COLUMBIA,
CITY OF WASHINGTON, } ss.

We, the undersigned, Peyton Randolph, general manager, and M. C. Figg, assistant auditor of the Richmond & Danville railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

PEYTON RANDOLPH,
General Manager.

M. C. FIGG,
Assistant Auditor.

Subscribed and sworn to before me this 18th day of December, 1890.

CHAS. P. LEE,
Notary Public.

VIRGINIA MIDLAND RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—The Virginia Midland Railway company.

Date of organization—January 1st, 1881.

Organized under the general laws of the state of Virginia by purchase of the franchise of the Washington City, Virginia Midland and Great Southern railway.

Operated by the Richmond and Danville railroad company.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|--------------------------|--|
| Geo. Parsons..... | New York..... | On the third Wednesday in December, 1890, the day determined on for the annual meetings. |
| John H. Inman..... | New York..... | |
| J. C. Maben..... | New York..... | |
| John McAnerney..... | New York..... | |
| John S. Barbour..... | Alexandria, Va..... | |
| John W. Burke..... | Alexandria, Va..... | |
| Alex. D. Payne..... | Warrenton, Va..... | |
| Jos. Wilmer..... | Rapidan, Va..... | |
| Chas. M. Blackford..... | Lynchburg, Va..... | |
| C. G. Holland..... | Danville, Va..... | |
| Claude A. Swanson..... | Danville, Va..... | |
| R. F. Mason..... | Charlottesville, Va..... | |
| Jas. B. Pace..... | Richmond, Va..... | |
| E. D. Christian..... | Richmond, Va..... | |
| E. E. Meredith..... | Brentsville, Va..... | |
| J. T. Lovell..... | Front Royal, Va..... | |

Total number of stockholders at date of last election—132.

Date of last meeting of stockholders for election of directors—December 18th, 1889.

Postoffice address of general office—Alexandria, Va.

Postoffice address of operating office—Washington, D. C.

*OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|------------------------|---------------------|
| Chairman of the board..... | C. G. Holland. | |
| President | Thos. M. Logan. | |
| Secretary | W. H. Marbury. | |
| Division superintendent..... | J. S. B. Thompson..... | Alexandria, Va. |

*The remaining and operating officers are those of the Richmond and Danville railroad company.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--------------------------------|------------------------|------------------------|------------------------------------|--|
| | From— | To— | | |
| Virginia Midland..... | { Alexandria..... | Orange..... | 203.7 | 203.7 |
| | { Charlottesville..... | Danville..... | | |
| Manassas Branch..... | Manassas Branch..... | Straasburg..... | 60.4 | |
| Warrenton Branch..... | Calverton..... | Warrenton..... | 8.9 | |
| Gordonsville Branch..... | Orange..... | Gordonsville..... | 9.2 | 78.5 |
| Charlottesville & Rapidan..... | Orange..... | Charlottesville..... | 28.5 | 28.5 |
| Washington & Southern | Alexandria..... | S. End Long Bridge ... | 9.8 | 9.8 |
| Total..... | | | | 320.5 |

EXPLANATORY REMARKS.

2.6 miles of single and 3.6 miles double track used in connection with Washington & Southern railroad company under trackage agreement.

Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of which affect the General Balance Sheet.

| NAME. | CHARACTER OF BUSINESS. | TITLE. (Owned, Leased, etc.) | STATE OR TERRITORY. |
|---|------------------------|---------------------------------|---------------------|
| Manassas branch between Harrisonburg and Stras- burg..... | Railroad..... | Leased | Virginia. |

PROPERTY LEASED.

Leased to the Richmond and Danville Railroad company under agreement of April 15th, 1886, for a term of ninety-nine years from and after that date.

The lessor company convey to the lessee company all of its works and property of every kind and description except that portion of its road between Strasburg and Harrisonburg, Va., theretofore leased to the Baltimore and Ohio Railroad company, together with all its rights and interests in and to the road between Orange and Charlottesville, Va., together with all debts, dues, demands, and claims due and to become due to the said lessor company.

The lessee company is to receive the income and revenue arising from the operation of the Virginia Midland railway and other property so leased, and is to apply the same to the payment of the operating expenses of said railway, to the payment of the interest on the outstanding bonds of said Virginia Midland Railway company, to the payment of the rentals of the several roads, the leases of which are assigned in said agreement, and to the maintenance of the corporate organization of said Virginia Midland Railway company, the amount to be paid each year on the latter account not to exceed the sum of \$2,500, the residues of said yearly revenues and income to be turned over to the Virginia Midland Railway company. The lessee to be at liberty to supply any deficiency in yearly revenues from time to time, retaining a corresponding lien or any subsequent yearly residues of revenue until such advances are repaid.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value au- thorized. | Total amt't issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR.* | |
|-----------------------------|----------------------|-------------------------|-------------------------------------|--|-------------------------------------|---------|
| | | | | | Rate. | Amount. |
| Cap'l stock—New common..... | | \$100 | \$6,000,000 | \$5,974,400 00 | | |
| Old | | 100 | 800,000 | 24,540 00 | | |
| 1st preferred..... | | 100 | 1,500,000 | 8,244 84 | | |
| 2d preferred..... | | 100 | 2,500,000 | 517 98 | | |
| Total..... | | | \$10,800,000 | \$6,007,702 82 | | |

* None.

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash real-located on the amount issued. | INTEREST. | | | |
|------------------------------|----------------|-----------|-----------------------------|-----------------|---------------------|---|-------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount matured during year. |
| Series A..... | 1881 | 1906 | \$600,000 00 | \$600,000 00 | \$600,000 00 | ..... | 6 per cent. | March & Sept. | \$36,000 00 | \$36,000 00 |
| " B..... | 1881 | 1911 | 1,900,000 00 | 1,900,000 00 | 1,900,000 00 | ..... | 6 per cent. | March & Sept. | 114,000 00 | 114,000 00 |
| " C..... | 1881 | 1916 | 1,100,000 00 | 1,100,000 00 | 1,100,000 00 | ..... | 6 per cent. | March & Sept. | 66,000 00 | 66,000 00 |
| " D..... | 1881 | 1921 | 950,000 00 | 950,000 00 | 950,000 00 | ..... | 3 per cent. | March & Sept. | 28,500 00 | 28,500 00 |
| " E..... | 1881 | 1926 | 1,775,000 00 | 1,775,000 00 | 1,775,000 00 | ..... | 5 per cent. | March & Sept. | 88,750 00 | 88,750 00 |
| " F..... | 1881 | 1931 | 1,310,000 00 | 1,310,000 00 | 1,310,000 00 | ..... | 5 per cent. | March & Sept. | 65,500 00 | 65,500 00 |
| Income..... | 1881 | 1927 | 4,000,000 00 | 4,000,000 00 | 11,000 00 | ..... | 6 per cent. | Jan. & July. | 242,246 53 | 250,598 00 |
| General mortgage..... | 1886 | 1936 | 12,500,000 00 | 4,855,000 00 | 4,850,000 00 | ..... | 5 per cent. | May & Nov. | \$640,996 53 | \$655,348 00 |
| Grand total..... | ..... | ..... | \$24,135,000 00 | \$10,490,000 00 | \$12,496,000 00 | ..... | ..... | ..... | ..... | ..... |

* No record.

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------|-----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$12,490,000 00 | \$12,485,000 00 | \$640,996 53 | \$655,348 00 |
| Income bonds..... | 4,000,000 00 | 11,000 00 | ..... | ..... |
| Total..... | \$16,490,000 00 | \$12,496,000 00 | ..... | ..... |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|--------------|---|--------------|
| Bills receivable..... | \$7,533 93 | Miscellaneous | \$288,584 81 |
| Balance—current liabilities | 280,950 88 | | |
| Total | \$288,584 81 | Total..... | \$288,584 81 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$8,007,702 82 | All. | None. | 309.6 | \$19,440 00 |
| Bonds..... | 12,496,000 00 | All. | None. | 309.6 | 40,440 00 |
| Total | \$18,503,702 82 | | | | \$59,880 00 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|--|---------------------------------------|---|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | |
| | | Charged to income ac- counts as per- manent im- provements. |  |  |  | Charged to construc- tion or equipment. |
| Construction: | | | | | |
| Right of way..... | | | \$785 18 | | |
| Other real estate..... | | | 452 25 | | |
| Fences..... | | | 6,368 50 | | |
| Grading and bridge and culvert ma- sonry..... | | | 10,693 39 | | |
| Bridges and trestles..... | | | 150,348 66 | | |
| Ties..... | | | 4,800 00 | | |
| Buildings, furniture, and fixtures..... | | | 3,649 59 | | |
| Engineering ex- penses..... | | | 711 15 | | |
| Telegraph line..... | | | 1 90 | | |
| Other items..... | | | 99,355 51 | | |
| Total construc- tion..... | | | 277,166 13 | | |
| Equipment: | | | | | |
| Locomotives..... | | | 12,729 77 | | |
| Passenger cars..... | | | 2,081 80 | | |
| Other items..... | | | 1,633 14 | | |
| Total equipment..... | | | 16,444 71 | | |
| Grand total cost con- struction, equipm't, etc. | | | \$293,610 84 | | |

INCOME ACCOUNT.

| | | |
|--|----------------|--------------|
| Gross earnings from operation | \$2,166,439 36 | |
| Less operating expenses..... | 1,476,317 71 | |
| Income from operation..... | | \$690,121 65 |
| Miscellaneous income—less expenses—rent of 48 miles track of Manassas road from Strasburg, Va., to Harrisonburg, Va..... | | 89,250 00 |
| Total income | | 779,371 65 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 640,996 53 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 20,973 47 | |
| Rentals..... | 35,298 00 | |
| Taxes | 46,215 09 | |
| Permanent improvements..... | 293,610 84 | |
| Other deductions..... | 68,727 09 | |
| Total deductions from income..... | | 1,104,821 02 |
| Deficit..... | | 325,449 37 |
| Deficit from operations of year ending June 30, 1890..... | | 325,449 37 |
| Deficit on June 30, 1889..... | | 556,727 58 |
| Additions for year..... | | 44,234 10 |
| Deficit on June 30, 1890..... | | 599,961 68 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$888,137 28 | | |
| Less repayments—total deductions..... | | \$3,089 65 | |
| Total passenger revenue..... | | | \$884,447 63 |
| Mail..... | 154,809 63 | | |
| Express..... | 77,221 24 | | |
| Other items..... | 4,631 17 | | |
| Total passenger earnings | | | 236,662 04 |
| Freight: | | | |
| Freight revenue | 1,046,375 02 | | 1,121,109 67 |
| Less repayments—total deductions..... | | 19,732 80 | |
| Total freight revenue..... | | | 1,026,642 22 |
| Other items..... | | | 17,026 71 |
| Total freight earnings..... | | | 1,043,668 93 |
| Total passenger and freight earnings..... | | | 2,164,778 60 |
| Other earnings from operation: | | | |
| Car mileage—Balance..... | | | 431 50 |
| Rentals not otherwise provided for..... | | | 1,229 26 |
| Total other earnings..... | | | 1,660 76 |
| Total gross earnings from operation..... | | | \$2,166,439 36 |

MISCELLANEOUS INCOME.

| ITEMS. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|---|---------------|----------------|---------------------------|
| Rent of Manassas road from Strasburg to Harrisonburg, Va..... | \$89,250 00 | | \$89,250 00 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|-----------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$97,712 62 | \$115,809 65 | \$213,522 27 |
| Renewals of rails..... | 1,655 69 | 1,794 55 | 3,450 24 |
| Renewals of ties..... | 26,344 89 | 28,690 34 | 55,035 23 |
| Repairs of bridges and culverts..... | 18,890 00 | 18,954 62 | 37,844 62 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 4,572 72 | 4,850 25 | 9,422 97 |
| Repairs of buildings..... | 11,888 55 | 15,938 06 | 27,826 61 |
| Repairs of docks and wharves..... | | 127 30 | 127 30 |
| Repairs of telegraph..... | 130 42 | 193 93 | 324 35 |
| Other expenses..... | 6,706 65 | 7,172 00 | 13,878 65 |
| Total..... | 167,901 54 | 193,530 70 | 361,432 24 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 31,331 04 | 50,351 33 | 81,682 37 |
| Repairs and renewals of passenger cars..... | 44,924 50 | | 44,924 50 |
| Repairs and renewals of freight cars..... | | 27,520 40 | 27,520 40 |
| Shop machinery, tools, etc..... | 2,965 25 | 4,672 50 | 7,637 75 |
| Other expenses..... | 5,476 46 | 7,078 19 | 13,154 64 |
| Total..... | 84,697 84 | 90,222 42 | 174,920 26 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 45,986 05 | 84,458 58 | 130,444 63 |
| Fuel for locomotives..... | 52,805 36 | 93,200 95 | 146,006 31 |
| Water supply for locomotives..... | 5,850 49 | 9,912 49 | 14,862 98 |
| All other supplies for locomotives..... | 4,463 44 | 7,035 90 | 12,099 34 |
| Wages of other trainmen..... | 42,989 00 | 84,884 33 | 127,873 33 |
| All other train supplies..... | 6,812 43 | 5,888 01 | 12,700 44 |
| Wages of switchmen, flagmen, and watchmen..... | 6,136 37 | 6,230 59 | 12,366 96 |
| Expense of telegraph, including train dispatchers and operators..... | 27,769 35 | 28,519 00 | 56,278 35 |
| Wages of station agents, clerks, and laborers..... | 16,910 35 | 65,445 08 | 82,355 43 |
| Station supplies..... | 2,848 01 | 4,742 95 | 7,590 96 |
| Car mileage—balance..... | 62,414 35 | 66,129 56 | 128,543 91 |
| Loss and damage..... | 7,337 27 | 27,331 83 | 34,669 10 |
| Injuries to persons..... | 15,924 13 | 8,703 65 | 24,627 78 |
| Other expenses..... | 22,652 41 | 18,278 59 | 40,931 00 |
| Total..... | 320,889 01 | 510,461 51 | 831,350 52 |
| General expenses: | | | |
| Salaries of officers..... | 15,047 44 | 15,373 00 | 30,420 44 |
| Salaries of clerks..... | 9,941 74 | 10,189 92 | 20,131 66 |
| General office expenses and supplies..... | 650 17 | 661 49 | 1,311 66 |
| Agencies, including salaries and rent..... | 9,261 56 | 4,611 46 | 13,873 02 |
| Advertising..... | 3,260 03 | 36 12 | 3,296 15 |
| Insurance..... | 1,103 23 | 1,613 15 | 2,716 38 |
| Legal expenses..... | 8,751 81 | 8,731 46 | 17,483 27 |
| Stationery and printing..... | 5,779 21 | 7,513 01 | 13,292 22 |
| Other general expenses..... | 3,029 39 | 3,060 50 | 6,089 89 |
| Total..... | 56,824 58 | 51,790 11 | 108,614 69 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 167,901 54 | 193,530 70 | 361,432 24 |
| Maintenance of equipment..... | 84,697 84 | 90,222 42 | 174,920 26 |
| Conducting transportation..... | 320,889 01 | 510,461 51 | 831,350 52 |
| General expenses..... | 56,824 58 | 51,790 11 | 108,614 69 |
| Grand total..... | 630,312 97 | 846,004 74 | \$1,476,317 71 |
| Percentage of expenses to earnings—entire line..... | | | 68 |

RENTALS PAID.

Rent paid for lease of Charlottesville and Rapidan railroad, \$35,300 00.

IMPORTANT CHANGES DURING THE YEAR.

South Rivanna line changed for $\frac{1}{4}$ mile. Curve thrown back off of bridge. 130 feet span, 600 feet iron viaduct put in to replace old Howe truss and wooden trestles.

North Rivanna line changed for $\frac{1}{4}$ mile. Curve thrown back off of bridge. 130 feet span, and 450 feet iron viaduct put in to replace old Howe truss and wooden trestle.

Otter River line changed for $\frac{1}{4}$ mile. 130 feet span, 800 feet iron viaduct put in to replace old Howe truss and wooden trestles.

Pope's Head—No. 4 Howe truss, wood, replaced by iron lattice girder.

Bull Run—No. 4 Howe truss, wood, replaced by iron truss.

Kettle Run—No. 4 Howe truss, wood, replaced by iron lattice.

Cove Creek—No. 4 Howe truss, wood, replaced by iron lattice.

Galveston—Wooded trestle and viaduct replaced by iron viaduct.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|----------------------------------|----------------------|---------------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | | | | |
| Serial bonds..... | Alexandria..... | Danville..... | 399.6 | All. | All. | None. |
| General mortgage 5 per cent..... | Alexandria..... | Danville..... | 399.6 | All. | All. | None. |
| Income (all retired)..... | | | 345.48 | | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| Station agents..... | 117 | \$54,475 62 | \$1 49 |
| Other station men..... | 99 | 26,663 28 | 86 |
| Enginemen..... | 63 | 82,119 64 | 3 66 |
| Firemen..... | 71 | 41,797 56 | 1 88 |
| Conductors..... | 43 | 42,322 25 | 3 12 |
| Other trainmen..... | 161 | 77,738 91 | 1 52 |
| Machinists..... | 50.8 | 30,533 50 | 1 91 |
| Carpenters..... | 119 | 67,870 68 | 1 82 |
| Other shopmen..... | 145.8 | 64,930 27 | 1 42 |
| Section foremen..... | 43 | 18,500 00 | 1 38 |
| Other trackmen..... | 531 | 167,253 59 | 1 01 |
| Switchmen, flagmen, and watchmen..... | 26 | 9,460 16 | 1 25 |
| Telegraph operators and dispatchers..... | 79 | 48,994 11 | 1 95 |
| All other employees and laborers..... | 43 | 17,009 88 | 1 26 |
| Total (excluding "general officers")..... | 1,591.6 | 749,659 45 | 1 29 |
| Distribution of above: | | | |
| Maintenance of way and structures..... | 264 | 244,710 23 | |
| Maintenance of equipment..... | 50 | 383,561 53 | |
| Conducting transportation | 1,277.6 | 121,387 69 | |
| Total (excluding "general officers")..... | 1,591.6 | \$749,659 45 | 1 29 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 495,336 | |
| Number of passengers carried one mile..... | 32,991,217 | |
| Average distance carried..... | 66.6 | |
| Total passenger revenue..... | | 884,447 63 |
| Average amount received from each passenger..... | | 1 78.55 |
| Average receipts per passenger per mile..... | | 2.68 |
| Estimated cost of carrying each passenger one mile..... | | 1.91 |
| Passenger earnings per mile of road..... | | 2,846 63 |
| Passenger earnings per train-mile..... | | 1.19 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 846,271 | |
| Number of tons carried one mile..... | 95,341,921 | |
| Average distance haul of one ton..... | 112.6 | |
| Total freight revenue..... | | 1,026,642 22 |
| Average amount received for each ton of freight..... | | 1 21.31 |
| Average receipts per ton per mile..... | | 1.07 |
| Estimated cost of carrying one ton one mile..... | | .90 |
| Freight earnings per mile of road..... | | 3,304 28 |
| Freight earnings per train-mile..... | | 1 35 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 1,911,089 85 |
| Passenger and freight revenue per mile of road..... | | 6,150 91 |
| Passenger and freight earnings..... | | 2,164,778 60 |
| Passenger and freight earnings per mile of road..... | | 6,967 42 |
| Gross earnings from operation..... | | 2,166,439 36 |
| Gross earnings from operation per mile of road..... | | 6,972 76 |
| Expenses..... | | 1,476,317 71 |
| Expenses per mile of road..... | | 4,751 60 |
| Train mileage: | | |
| Miles run by passenger trains..... | 735,277 | |
| Miles run by freight trains..... | 732,704 | |
| Miles run by mixed trains..... | 34,790 | |
| Total mileage trains earning revenue..... | 1,502,771 | |
| Miles run by switching trains..... | 329,280 | |
| Miles run by construction and other trains..... | 120,468 | |
| Grand total train mileage..... | 1,952,519 | |
| Mileage of loaded freight cars—north or east..... | 8,061,512 | |
| Mileage of loaded freight cars—south or west..... | | |
| Mileage of empty freight cars—north or east..... | 3,652,500 | |
| Mileage of empty freight cars—south or west..... | | |
| Average number of freight cars in train..... | 15.4 | |
| Average number of loaded cars in train..... | 10.6 | |
| Average number of empty cars in train..... | 4.8 | |
| Average number of tons of freight in train..... | 125.6 | |
| Average number of tons of freight in each loaded car..... | 11.8 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight origina- ting on this road. Whole tons. | Freight received from connect- ing roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|---|--|--|---------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 15,326 | 33,699 | 49,025 | |
| Flour..... | 3,979 | 16,019 | 19,994 | |
| Other mill products..... | 9,454 | 7,208 | 16,662 | |
| Hay..... | 7,103 | 6,507 | 13,610 | |
| Tobacco..... | 5,679 | 3,676 | 9,355 | |
| Cotton..... | 19 | 9,445 | 9,464 | |
| Fruit and vegetables..... | 1,014 | 34,103 | 35,117 | |
| Cotton factory products..... | 15 | 4,023 | 4,038 | |
| Products of animals: | | | | |
| Live stock..... | 13,153 | 37,581 | 50,734 | |
| Dressed meats..... | 1,050 | 1,861 | 2,911 | |
| Other packing-house products..... | 572 | 2,408 | 2,980 | |
| Poultry, game and fish..... | 434 | 365 | 799 | |
| Wool..... | 184 | 561 | 745 | |
| Hides and leather..... | 970 | 1,391 | 2,361 | |
| Products of mines: | | | | |
| Anthracite coal..... | 21,188 | 10,226 | 31,414 | |
| Bituminous coal..... | 64,167 | 53,866 | 118,033 | |
| Coke..... | 335 | 384 | 719 | |
| Ores..... | 2,468 | 16,819 | 19,287 | |
| Stone, sand and other like articles..... | 2,269 | 3,378 | 5,647 | |
| Products of forest: | | | | |
| Lumber..... | 22,135 | 84,392 | 106,527 | |
| Manufactures: | | | | |
| Petroleum and other oils..... | 820 | 4,754 | 5,574 | |
| Sugar..... | 581 | 4,536 | 5,117 | |
| Naval stores..... | 145 | 1,015 | 1,160 | |
| Iron, pig and bloom..... | 5,012 | 29,335 | 34,347 | |
| Iron and steel rails..... | 4,915 | 49,242 | 54,157 | |
| Other castings and machinery..... | 1,677 | 32,228 | 33,906 | |
| Bar and sheet metal..... | 1,413 | 2,942 | 4,355 | |
| Cement, brick and tile..... | 7,185 | 14,298 | 21,483 | |
| Agricultural implements..... | 506 | 833 | 1,339 | |
| Wagons, carriages, tools, etc..... | 746 | 1,563 | 2,309 | |
| Wines, liquors, and beers..... | 2,788 | 5,279 | 8,067 | |
| Household goods and furniture..... | 741 | 3,816 | 4,557 | |
| Fertilizers..... | 4,451 | 24,932 | 29,383 | |
| Merchandise..... | 13,524 | 42,427 | 55,951 | |
| Miscellaneous—other commodities not mentioned above..... | 27,202 | 57,939 | 85,141 | |
| Total tonnage..... | 243,220 | 603,051 | 846,271 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|---------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 17 | 17 | Westing-house. | | |
| Freight..... | | 10 | | | | |
| Switching..... | | 8 | | | | |
| Total..... | | 35 | 17 | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 6 | 6 | Westing-house. | 6 | Janney. |
| Second-class passenger cars..... | | 6 | 6 | " | 6 | " |
| Combination passenger cars..... | | 13 | 13 | " | 13 | " |
| Baggage, express, and postal cars..... | | 13 | 13 | " | 13 | " |
| Other cars in passenger service..... | | 1 | 1 | " | 1 | " |
| Total..... | | 39 | 39 | | 39 | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 304 | | | | |
| Flat cars..... | | 30 | | | | |
| Stock cars..... | | 65 | | | | |
| Coal cars, gondola and ore..... | | 80 | | | | |
| Total..... | | 479 | | | | |
| Cars in company's service: | | | | | | |
| Derrick cars..... | | 1 | | | | |
| Caboose cars..... | | 18 | | | | |
| Other road cars..... | | 15 | | | | |
| Total..... | | 34 | | | | |
| Cars leased—Passenger..... | | 4 | 4 | Westing-house. | 4 | Janney. |
| Engines leased..... | | 14 | 14 | " | | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | 203.7 | 78.5 | 28.5 | 2.60 | 313.30 | | 65.20 | 248.1 |
| Miles of second track..... | | | | 7.2 | 7.2 | | | 7.2 |
| Miles of yard track, sidings, and spurs..... | 33.7 | 4.7 | | | 38.4 | 6.9 | 38.4 | |
| Total mileage oper'd (all tracks)..... | | | | | 358.9 | | 103.6 | 255.3 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---------------------|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia | 203.7 | 78.5 | 28.5 | 310.7 | 9.8 | 65.2 | 255.3 |

Mileage Owned by Road Making this Report.

| | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia..... | 203.7 | 129.5 | | 333.2 | | 65.2 | 217.0 |
| Leased to B. & O. R. R..... | | 51.0 | | 51.0 | | | |
| Total mileage owned (single track)..... | 203.7 | 78.5 | | 282.2 | | 65.2 | 217.0 |

EXPLANATORY REMARKS.

Virginia Midland railway uses, under agreement with Washington & Southern railroad company, 2.6 miles of single track—V. M. station, Alexandria, to St. Asaph junction—and 3.2 miles double track from St. Asaph junction to south end of Long Bridge.

Fifty-one miles of Manassas Branch leased to B. & O. R. R. Co. August 20th, 1873, extending from Harrisonburg to Strasburg.

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|-------------|---------------------|-----------------------|--|
| Steel | 1,049 $\frac{1}{4}$ | 60 $\frac{1}{2}$ lbs. | |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|-------------------|--------------------|--------------------------------------|
| Cross ties..... | 15,295 | |
| Switch ties | 15,295 1 ft. B. M. | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|--------------------|-------------|-------------|-------------|---------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 25,366.7 | | 305 1/2 | 25,569.7 | 757,092 | .76 |
| Freight | | 40,703.8 | | 269 1/2 | 40,882.8 | 750,099 | 1.22 |
| Switching | | 3,928.6 | | 13 1/2 | 3,937.6 | 323,280 | .27 |
| Construction | | 2,816.8 | | 8 1/2 | 2,822.8 | 116,048 | .55 |
| Total | | 72,815.8 | | 596 6-8 | 73,212.8 | 1,952,519 | .75 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|------------|----------|-----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | 1 | 30 | | | | | 1 | 30 |
| Falling from trains and engines..... | 2 | 22 | | | | | 2 | 22 |
| Overhead obstructions..... | | 4 | | | | | | 4 |
| Collisions..... | 2 | 18 | | | | | 2 | 18 |
| Derailments..... | | 4 | | | | | | 4 |
| At stations..... | 5 | 5 | | | | | 5 | 5 |
| Other causes..... | 4 | 9 | | | | | 4 | 9 |
| Total..... | 9 | 92 | | | | | 9 | 92 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|---|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions..... | | 1 | | | | | | 1 |
| Derailments..... | 2 | | | | | | 2 | |
| Other train accidents—boarding train..... | 2 | 2 | | 3 | | | 2 | 5 |
| At stations and jumping..... | | 3 | 1 | 3 | | | 1 | 6 |
| Other causes and struck by train..... | | | 2 | 6 | | | 2 | 6 |
| Total..... | 4 | 6 | 3 | 12 | | | 7 | 18 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|------------------|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Alexandria | Danville | 232.2 | 378 | 70.98 | 151.12 | 59.5 | 59 | 4,627 | 86.1 | 57 | 4,404 | 86.6 |
| Calverton | Warrenton | 8.9 | | No date. | | | | | | | | |
| Orange | Gordonsville .. | 9.2 | | " | | | | | | | | |
| Manassas Junction | Straesburg | 60.4 | | " | | | | | | | | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------------|-------------|-----------------|-------|-----------------|-------|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Iron | 65 | 14 | ..... | 189 | ..... | 5,181 | 13 | | |
| Wooden | 11 | 122 | 5 | 916 | 20 | 7,128 | | | |
| Combination | 2 | 985 | ..... | 98 | 50 | 538 | 60 | | |
| Total..... | 78 | | | | | | | | |
| Trestles..... | 46.2 | 69 | | 898 | | 10,748 | | | |
| Tunnels | 2 | 256 | ..... | 266 | ..... | 522 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges | 28 | | | | | | | 22 | |
| Overhead railway crossings: | | | | | | | | | |
| Tunnels | 1 | | | | | | | 15 | |

Gauge of track—four feet, nine inches; 310.9 miles.

OATH.

DISTRICT OF COLUMBIA,
CITY OF WASHINGTON, } ss.:

We, the undersigned, Peyton Randolph, general manager, and M. C. Figg, assistant auditor of the Richmond and Danville railroad, lessee Virginia Midland Railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

PEYTON RANDOLPH,
General Manager.

M. C. FIGG,
Assistant Auditor.

Subscribed and sworn to before me this 18th day of December, 1890.

CHAS. P. LEE,
Notary Public.

RICHMOND, YORK RIVER AND CHESAPEAKE RAILROAD.

HISTORY.

Name of common carrier making this report—The Richmond, York River and Chesapeake railroad company.

Chartered by state of Virginia as Richmond & York River company January 31st, 1853. Sold under foreclosure, May 2d, 1872, and reorganized under present title.

Operated by the Richmond and Danville railroad company.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|---------------------|-------------------------------|
| Reuben Foster..... | Baltimore, Md..... | On election of his successor. |
| W. P. Clyde..... | New York..... | |
| T. M. Logan..... | New York..... | |
| Jas. B. Face..... | Richmond, Va..... | |

Total number of stockholders at date of last election—37.

Date of last meeting of stockholders for election of directors—December 9th, 1886.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Washington, D. C.

*OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|----------------------------------|---------------------|
| Chairman of the board..... | President of company ex-officio. | |
| President..... | A. S. Buford..... | Richmond, Va. |
| First vice-president..... | T. M. Logan..... | New York. |
| Secretary and Treasurer..... | R. Brooke..... | Richmond, Va. |

* The remaining and operating officers are those of the Richmond and Danville railroad company.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---------------|-----------------|------------------------------------|--|
| | From— | To— | | |
| Richmond, York River & Chesapeake railroad..... | Richmond..... | West Point..... | 38.3 | 38.3 |
| Double track..... | Richmond..... | | .4 | .4 |
| | Total..... | | 38.7 | 38.7 |

EXPLANATORY REMARKS.

Double track of .4 of a mile used by Chesapeake and Ohio railway as connection track.

PROPERTY LEASED.

Leased to the Richmond & Danville railroad company under agreement of July 9th, 1881, for a term of 999 years from and after July 1st, 1881, the said Richmond & Danville railroad company agreeing to pay to the holders of the outstanding bonds of said Richmond, York River & Chesapeake railroad company the interest on said bonds as it matures and becomes payable, said interest amounting to the sum of \$62,000, and to the stockholders of said company a yearly dividend of six (6) per cent. on their respective holdings of stock, the said dividends amounting to \$29,850 00.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|-------------------------------------|---------------------------------|----------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | | \$100 | \$500,000 | \$497,500 | 6 per cent. | \$29,850 |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | Time. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | INTEREST. | | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount matured during year. |
| First mortgage | 1873 | 1884 | \$400,000 00 | \$400,000 00 | \$400,000 00 | ..... | 8 per cent. | Jan. & July. | \$32,000 00 | \$32,000 00 |
| Second mortgage | 1880 | 1900 | 500,000 00 | 500,000 00 | 500,000 00 | ..... | 6 per cent. | May & Nov. | 30,000 00 | 30,000 00 |
| Grand total | | | \$900,000 00 | 900,000 00 | 500,000 00 | ..... | ..... | ..... | \$62,000 00 | \$62,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds | \$400,000 00 | \$500,000 00 | \$62,000 | \$62,000 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$497,500 | \$497,500 | ..... | 39.1 | \$12,756 41 |
| Bonds | 900,000 | 900,000 | ..... | 39.1 | 23,076 92 |
| Total | \$1,397,500 | \$1,397,500 | ..... |  | \$35,833 33 |

INCOME ACCOUNT.

| | | |
|--|--------------|--------------|
| * Gross earnings from operation..... | \$207,952 47 | |
| Less operating expenses..... | 220,787 77 | |
| Deficit..... | | \$12,835 30 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 62,000 00 | |
| Taxes | 8,967 14 | |
| Total deductions from income..... | | 70,967 14 |
| Deficit..... | | 83,802 44 |
| Dividends, 6 per cent. Common stock..... | 29,850 00 | |
| Total | | 29,850 00 |
| Deficit from operations of year ending June 30, 1890.. | | \$113,652 44 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|--------------------|--|---------------------|
| Passenger: | | | |
| Passenger revenue..... | \$33,006 05 | | |
| Less repayments—total deductions..... | | \$46 80 | |
| Total passenger revenue..... | | | \$32,959 25 |
| Mail..... | 2,847 04 | | |
| Express..... | 1,451 34 | | |
| Other items..... | 30 75 | | |
| Total passenger earnings | | | 4,329 13 |
| Total passenger earnings | | | 37,288 38 |
| Freight: | | | |
| Freight revenue | 176,861 27 | | |
| Less repayments—total deductions..... | | 7,156 70 | |
| Total freight revenue..... | | | 169,705 57 |
| Other items..... | | | 624 38 |
| Total freight earnings..... | | | 170,329 95 |
| Total passenger and freight earnings..... | | | 207,618 33 |
| Other earnings from operation: | | | |
| Rentals not otherwise provided for..... | | | 334 14 |
| Total other earnings..... | | | 334 14 |
| Total gross earnings from operation..... | | | \$207,952 47 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$9,121 81 | \$18,816 79 | \$27,938 60 |
| Renewals of rails..... | 542 51 | 719 15 | 1,261 66 |
| Renewals of ties..... | 3,260 45 | 5,090 75 | 8,351 20 |
| Repairs of bridges and culverts..... | 8,081 10 | 11,946 65 | 20,027 75 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 592 18 | 1,421 31 | 2,013 49 |
| Repairs of buildings..... | 452 52 | 746 94 | 1,199 46 |
| Repairs of telegraph..... | 2 06 | 4 94 | 7 00 |
| Other expenses..... | 658 26 | 1,174 83 | 1,833 09 |
| Total..... | 22,710 89 | 39,921 36 | 62,632 25 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 3,628 87 | 10,717 11 | 14,345 98 |
| Repairs and renewals of passenger cars..... | 2,213 89 | | 2,213 89 |
| Repairs and renewals of freight cars..... | | 3,544 50 | 3,544 50 |
| Shop machinery, tools, etc..... | 3 81 | 14 45 | 18 06 |
| Other expenses..... | 1,594 75 | 4,184 07 | 5,778 82 |
| Total..... | 7,441 12 | 18,460 13 | 25,901 25 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen.. | 3,430 51 | 14,651 73 | 18,082 24 |
| Fuel for locomotives..... | 2,860 35 | 13,687 20 | 16,547 55 |
| Water supply for locomotives..... | 523 25 | 1,400 71 | 1,923 96 |
| All other supplies for locomotives..... | 260 66 | 799 30 | 1,059 96 |
| Wages of other trainmen..... | 2,739 05 | 14,580 10 | 17,319 15 |
| All other train supplies..... | 269 98 | 1,433 10 | 1,703 08 |
| Wages of switchmen, flagmen, and watchmen..... | 440 45 | 877 43 | 1,317 88 |
| Expense of telegraph, including train dispatchers and operators..... | 1,488 96 | 2,863 25 | 4,352 21 |
| Wages of station agents, clerks, and laborers..... | 358 17 | 8,410 93 | 8,769 10 |
| Station supplies..... | 223 28 | 415 40 | 638 68 |
| Car mileage—balance..... | 1,700 14 | 10,234 10 | 11,934 24 |
| Loss and damage..... | 238 87 | 1,462 80 | 1,701 67 |
| Injuries to persons..... | 90 26 | 443 97 | 534 23 |
| Other expenses..... | 821 27 | 649 27 | 1,470 54 |
| Total..... | 15,445 20 | 71,909 29 | 87,354 49 |
| General expenses: | | | |
| Salaries of officers..... | 1,604 90 | 2,942 35 | 4,547 25 |
| Salaries of clerks..... | 1,319 70 | 2,399 70 | 3,719 40 |
| General office expenses and supplies..... | 52 83 | 88 39 | 141 22 |
| Agencies, including salaries and rent..... | 489 15 | 3,007 03 | 3,496 18 |
| Advertising..... | 73 64 | 18 29 | 91 93 |
| Insurance..... | 117 99 | 236 03 | 354 02 |
| Rentals not otherwise provided for..... | | 20,312 91 | 20,312 91 |
| Legal expenses..... | 599 57 | 1,033 41 | 1,632 98 |
| Stationery and printing..... | 236 11 | 627 46 | 863 57 |
| Other general expenses..... | 264 94 | 475 38 | 740 32 |
| Total..... | 4,758 83 | 40,140 95 | 44,899 78 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 22,710 89 | 39,921 36 | 62,632 25 |
| Maintenance of equipment..... | 7,441 12 | 18,460 13 | 25,901 25 |
| Conducting transportation..... | 15,445 20 | 71,909 29 | 87,354 49 |
| General expenses..... | 4,758 83 | 40,140 95 | 44,899 78 |
| Grand total..... | \$50,356 04 | \$170,431 73 | \$220,787 77 |
| Percentage of expenses to earnings—entire line..... | | | 94 |

COMPARATIVE GENERAL BALANCE SHEET.

No separate books for this company, hence no balance sheet.

IMPORTANT CHANGES DURING THE YEAR.

No extension.

The important physical changes are as follows:

Laying 40-100 miles of second track, of 60½ lb. steel rail, connecting R. & A. R. R. and C. & O. R'y at Richmond, Va.

Substituting a 150 foot iron Pratt draw for a wood Howe truss draw over Pamunky river, at White House, Va.

CONTRACTS, AGREEMENTS, ETC.

Operated under Richmond & Danville railroad company's contracts.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|------------------------------|----------------------|-----------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| First mortgage..... | Richmond..... | West Point..... | 39.1 | 10,256 41 | All. | All. | None. |
| Second mortgage..... | Richmond..... | West Point..... | 39.1 | 12,620 51 | All. | All. | None. |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| Station Agents..... | 6 | \$3,660 00 | \$1 96 |
| Other Station Men | 3 | 1,925 00 | 2 05 |
| Enginemen | 10 | 10,455 69 | 3 34 |
| Firemen | 13 | 7,592 00 | 1 87 |
| Conductors..... | 11 | 8,984 00 | 2 61 |
| Other trainmen..... | 28 | 11,580 00 | 1 32 |
| Carpenters..... | 4 | 2,100 00 | 1 68 |
| Section foremen..... | 6 | 3,540 00 | 1 88 |
| Other trackmen..... | 27 | 7,092 90 | 84 |
| Switchmen, flagmen, and watchmen..... | 11 | 4,633 75 | 1 35 |
| Telegraph operators and dispatchers..... | 2 | 960 00 | 1 53 |
| All other employees and laborers..... | 12 | 5,925 00 | 1 58 |
| Total (excluding "general officers")..... | 133 | 68,445 34 | 1 64 |
| Distribution of above: | | | |
| Maintenance of way and structures..... | 40 | 13,992 90 | 1 12 |
| Conducting transportation..... | 93 | 54,455 44 | 1 87 |
| Total (excluding "general officers")..... | 133 | 68,448 34 | 1 64 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, num- ber passengers, number trains, mileage, num- ber cars. | Revenue and rates. |
|---|--|-----------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 50,945 | |
| Number of passengers carried one mile..... | 1,619,708 | |
| Average distance carried..... | 31.7 | |
| Total passenger revenue..... | | \$32,950 25 |
| Average amount received from each passenger..... | | 64.80 |
| Average receipts per passenger per mile..... | | 2.03 |
| Estimated cost of carrying each passenger one mile..... | | 3.10 |
| Passenger earnings per mile of road..... | | 845 10 |
| Passenger earnings per train mile..... | | 63.89 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 309,871 | |
| Number of tons carried one mile..... | 11,575,457 | |
| Average distance haul of one ton..... | 37.3 | |
| Total freight revenue..... | | 169,705 57 |
| Average amount received for each ton of freight..... | | 54.76 |
| Average receipts per ton per mile..... | | 1.46 |
| Estimated cost of carrying one ton one mile..... | | 1.47 |
| Freight earnings per mile of road..... | | 4,351 42 |
| Freight earnings per train-mile..... | | 1 69 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 202,664 82 |
| Passenger and freight revenue per mile of road..... | | 5,291 50 |
| Passenger and freight earnings..... | | 207,618 33 |
| Passenger and freight earnings per mile of road..... | | 5,420 84 |
| Gross earnings from operation..... | | 207,952 47 |
| Gross earnings from operation per mile of road..... | | 5,429 56 |
| Expenses..... | | 230,787 77 |
| Expenses per mile of road..... | | 5,764 69 |
| Train mileage: | | |
| Miles run by passenger trains..... | 51,587 | |
| Miles run by freight trains..... | 100,121 | |
| Total mileage trains earning revenue..... | 151,708 | |
| Miles run by switching trains..... | 136,128 | |
| Miles run by construction and other trains..... | 30,986 | |
| Grand total train mileage..... | 318,822 | |
| Mileage of loaded freight cars—north or east..... | 1,294,818 | |
| Mileage of loaded freight cars—south or west..... | | |
| Mileage of empty freight cars—north or east..... | | |
| Mileage of empty freight cars—south or west..... | 37,103.9 | |
| Average number of freight cars in train..... | 16.6 | |
| Average number of loaded cars in train..... | 12.9 | |
| Average number of empty cars in train..... | 3.7 | |
| Average number of tons of freight in train..... | 114.8 | |
| Average number of tons of freight in each loaded car..... | 8.9 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | 914 | 312 | 1,226 | |
| Flour..... | 3,470 | 969 | 4,439 | |
| Other mill products..... | 793 | 775 | 1,568 | |
| Hay..... | 575 | 57 | 632 | |
| Tobacco..... | 2,831 | 4,433 | 7,264 | |
| Cotton..... | 325 | 77,910 | 78,235 | |
| Fruit and vegetables..... | 3,281 | 716 | 3,997 | |
| Cotton factory products..... | 238 | 13,762 | 14,000 | |
| Products of animals: | | | | |
| Live stock..... | 662 | 176 | 838 | |
| Dressed meats..... | 849 | 11 | 860 | |
| Other packing-house products..... | 794 | 23 | 817 | |
| Poultry, game, and fish..... | 323 | 52 | 375 | |
| Wool..... | 104 | 36 | 140 | |
| Hides and leather..... | 248 | 997 | 1,245 | |
| Products of mines: | | | | |
| Anthracite coal..... | 186 | 734 | 920 | |
| Bituminous coal..... | 196 | 9,234 | 9,430 | |
| Coke..... | 1 | | 1 | |
| Ores..... | | 163 | 163 | |
| Stone, sand, and other like articles..... | 289 | 2,103 | 2,392 | |
| Products of forest: | | | | |
| Lumber..... | 1,243 | 5,610 | 6,853 | |
| Manufactures: | | | | |
| Petroleum and other oils..... | 365 | 6,813 | 7,178 | |
| Sugar..... | 655 | 3,462 | 4,117 | |
| Naval stores..... | 211 | 3,739 | 3,950 | |
| Iron—Pig and bloom..... | 25 | 36,607 | 36,632 | |
| Iron and steel rails..... | 582 | 57 | 639 | |
| Other castings and machinery..... | 2,492 | 2,358 | 4,850 | |
| Bar and sheet metal..... | 1,005 | 385 | 1,390 | |
| Cement, brick, and lime..... | 645 | 527 | 1,172 | |
| Agricultural implements..... | 110 | 29 | 139 | |
| Wagons, carriages, tools, etc..... | 147 | 367 | 514 | |
| Wines, liquors, and beers..... | 298 | 768 | 1,066 | |
| Household goods and furniture..... | 511 | 858 | 1,369 | |
| Fertilizers..... | 9,842 | 9,592 | 19,434 | |
| Merchandise..... | 4,032 | 18,726 | 22,758 | |
| Miscellaneous—other commodities not mentioned above..... | 3,024 | 66,244 | 69,268 | |
| Total tonnage—Virginia..... | 41,266 | 268,605 | 309,871 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLES. | | |
|--|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|---------|--|
| | | | No. | Kind. | No. | Kind. | |
| Locomotives: | | | | | | | |
| Passenger..... | | 1 | 1 | Westing-house. | | | |
| Freight | | 2 | | | | | |
| Switching..... | | 1 | | | | | |
| Total | | 4 | 1 | | | | |
| Cars in passenger service: | | | | | | | |
| Second-class passenger cars..... | | 4 | 4 | Westing-house. | 4 | Janney. | |
| Baggage, express, and postal cars..... | | 1 | 1 | " | 1 | " | |
| Total..... | | 5 | 5 | | 5 | | |
| Cars in freight service: | | | | | | | |
| Box cars..... | | 31 | | | | | |
| Flat cars..... | | 9 | | | | | |
| Stock cars..... | | 1 | | | | | |
| Total..... | | 41 | | | | | |
| Cars in company's service: | | | | | | | |
| Caboose cars | | 1 | | | | | |
| Other road cars..... | | 1 | | | | | |
| Total..... | | 2 | | | | | |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 38.3 | | | 38.3 | 12.40 | 25.90 |
| Miles of second track..... | .40 | | | .40 | | .40 |
| Miles of yard track, sidings, and spurs | 12.26 | | | 12.26 | 10.73 | 1.53 |
| Total mileage operated (all tracks)..... | 50.96 | | | 50.96 | 23.13 | 27.83 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Virginia | 38.7 | | | | 12.40 | 26.3 |
| Total mileage operated (single track)..... | 38.7 | | | | 12.40 | 26.3 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|-----------------------------------|--------|------------------|--|
| Steel—Second class, 60-pound..... | 33.21 | 60 | \$30 00 |
| Second class, 50-pound..... | 156.87 | 50 | 30 00 |
| Total steel..... | 190.08 | | |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|--------------------|---------|--------------------------------------|
| Oak—1st class..... | 24,095 | 36 |
| 2d class..... | 4,461 | 18 |
| Total..... | 28,556 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—Tons. | | WOOD—Cords. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|--------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 1,496 | | 46 | 1,519 | 51,587 | 66 |
| Freight..... | | 4,385 | | 80 | 4,425 | 100,121 | 99 |
| Switching..... | | 740 | | 2,058 | 1,769 | 137,701 | 29 |
| Work train..... | | 595 | | 14 | 602 | 29,359 | 46 |
| Total..... | | 7,216 | | 2,198 | 8,315 | 318,768 | 58 |
| Average cost at distributing point..... | | \$2 10 | | \$2 25 | | | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------|------------|----------|--|----------|-----------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EM- PLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | 1 | | | | | | 1 |
| Overhead obstructions..... | | 1 | | | | | | 1 |
| Other causes..... | | 1 | | 1 | | 16 | | 18 |
| Total..... | | 3 | | 1 | | 16 | | 20 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|-------------------|-------------|----------|---------|----------|--------------|----------|-----------------------|----------|
| | PASSENGERS. | | | | TRESPASSERS. | | NOT TRESPASS- ING. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other causes..... | | 1 | | 2 | | 2 | | 3 |
| Total..... | | 1 | | 2 | | 2 | | 8 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | |
|--------------------------------|-----------------|--------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--------------------|---|
| From— | To— | Miles. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | DESCENDING GRADES. | |
| | | | | | | | Number. | Sum of ascents. Feet. | Number. | Sum of descents. Feet. |
| | | | | | | | | | | Aggregate length of descending grades. Miles. |
| Richmond | West Point | 39 | ..... | 14.48 | 25.52 | ..... | ..... | 312.5 | ..... | 322 |
| | Total | 39 | ..... | 14.48 | 25.52 | ..... | ..... | 312.5 | ..... | 322 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------------|-----------|-----------------|-----|-----------------|-----|-------------------|-----|---|----------|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Iron..... | 3 | | | | | 295 | | | |
| Wooden..... | 2 | | | | | 70 | | | |
| Total..... | 5 | | | | | 365 | | | |
| Trestles..... | 17 | | | | | 3,061 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 3 | | | | | | | 15 | 6 |
| Total..... | 3 | | | | | | | 15 | 6 |
| Overhead railway crossings: | | | | | | | | | |
| Trestles..... | 2 | | | | | | | 22 | |
| Total..... | 2 | | | | | | | 22 | |

Gauge of track—four feet, nine inches; 39 miles.

OATH.

DISTRICT OF COLUMBIA,
CITY OF WASHINGTON, } ss:

We, the undersigned, Peyton Randolph, general manager, and M. C. Figg, assistant auditor of the Richmond & Danville railroad, lessee Franklin & Pittsylvania railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

PEYTON RANDOLPH,
General Manager.

M. C. FIGG,
Assistant Auditor.

Subscribed and sworn to before me this 18th day of December, 1890.

CHAS. P. LEE,
Notary Public.

MILTON AND SUTHERLIN RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Milton and Sutherlin railroad company.

Date of organization—April 19th, 1876.

Organized under the laws of the states of Virginia and North Carolina.

Operated by the Richmond and Danville railroad company.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|---------------------|-------------------------------------|
| A. S. Buford..... | Richmond, Va..... | Until election of their successors. |
| R. Brooke..... | Richmond, Va..... | |
| Chas. Watkins..... | Richmond, Va..... | |
| W. M. Watkins..... | Milton, N. C..... | |
| E. Hunt..... | Milton, N. C..... | |

Date of last meeting of stockholders for election of directors—October 20th, 1883.

Postoffice address of general office—Milton, N. C.

Postoffice address of operating office—Richmond & Danville railroad company, Washington, D. C.

*OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|----------------------------------|---------------------|
| Chairman of the board..... | President of company ex officio. | |
| President..... | J. W. Lewis..... | Milton, N. C. |
| Secretary and Treasurer..... | H. W. Hines..... | Milton, N. C. |

*The remaining and operating officers are those of the Richmond and Danville railroad company.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|-------------------------|--------------------|-------------------|------------------------------------|--|
| | From— | To— | | |
| Milton & Sutherlin..... | Sutherlin, Va..... | Milton, N. C..... | 6.50 | |

*PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | By what company operated. | Under what kind of contract operated. | Miles of line. |
|-------------------------|----------------|-------------|---------------------------|---------------------------------------|----------------|
| | From— | To— | | | |
| Milton & Sutherlin..... | Sutherlin..... | Milton..... | R. & D. R. R. Co..... | Lease. | 6.50 |

*Leased to the Richmond & Danville railroad company for a term of 999 years from and after the 19th day of May, 1882, the Richmond & Danville railroad company guaranteeing the principal and interest on the outstanding bonds of the Milton & Sutherlin narrow-gauge railroad company.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | | \$50 00 | \$61,250 00 | \$61,250 00 | | None. |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash received therefor. | INTEREST. | | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|-------------------------|-------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount matured during year. |
| First mortgage..... | 1887 | 1907 | \$28,000 00 | ..... | \$28,000 00 | No record. | 8 per cent. | Jan. & July. | \$2,080 00 | \$2,080 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$28,000 00 | \$28,000 00 | \$2,080 00 | \$2,080 00 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$61,250 00 | All. | ..... | 7 | \$8,750 00 |
| Bonds..... | 26,000 00 | All. | ..... | 7 | 3,400 00 |
| Total | \$87,250 00 | ..... | ..... | ..... | \$12,150 00 |

INCOME ACCOUNT.

| | | |
|---|------------|----------|
| Gross earnings from operation..... | \$5,268 67 | |
| Less operating expenses..... | 6,680 17 | |
| Deficit..... | | 1,411 50 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 2,080 00 | |
| Taxes..... | 611 80 | |
| Total deductions from income..... | | 2,691 80 |
| Deficit..... | | 4,103 30 |
| Deficit from operations of year ending June 30, 1890..... | | 4,103 30 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of re- payments, etc. | Actual earnings. |
|--|--------------------|---|---------------------|
| Passenger: | | | |
| Passenger revenue..... | \$1,400 85 | | |
| Total passenger revenue..... | | | \$1,400 85 |
| Mail..... | 287 32 | | |
| Express..... | 61 34 | | 348 66 |
| Total passenger earnings..... | | | 1,749 51 |
| Freight: | | | |
| Freight revenue..... | 3,557 86 | | |
| Less repayments—total deductions..... | | \$38 70 | |
| Total freight revenue..... | | | 3,519 16 |
| Total freight earnings..... | | | 3,519 16 |
| Total passenger and freight earnings..... | | | 5,268 67 |
| Total gross earnings from operation—Virginia..... | | | 5,268 67 |
| Total gross earnings from operation—entire line..... | | | 5,268 67 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|-------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$144 62 | \$664 99 | \$1,109 61 |
| Renewals of ties..... | 41 80 | 60 17 | 101 97 |
| Repairs of bridges and culverts..... | 308 64 | 462 98 | 771 62 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 82 | 1 14 | 1 96 |
| Repairs of buildings..... | 10 59 | 18 06 | 28 65 |
| Repairs of telegraph..... | 11 47 | 17 21 | 28 68 |
| Other expenses..... | 2 37 | 3 60 | 5 87 |
| Total | 820 31 | 1,228 05 | 2,048 36 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 223 93 | 415 88 | 639 81 |
| Repairs and renewals of freight cars..... | | 48 69 | 48 69 |
| Other expenses..... | 72 11 | 120 55 | 192 66 |
| Total | 296 04 | 585 12 | 881 16 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen, | 250 20 | 700 80 | 960 00 |
| Fuel for locomotives..... | 176 94 | 530 84 | 707 78 |
| Water supply for locomotives..... | 11 34 | 23 05 | 34 39 |
| All other supplies for locomotives..... | 9 00 | 17 59 | 26 59 |
| Wages of other trainmen..... | 162 76 | 467 35 | 630 11 |
| All other train supplies..... | 29 | 26 | 55 |
| Expense of telegraph, including train dispatchers and operators..... | 39 | 57 | 96 |
| Wages of station agents, clerks and laborers..... | 179 12 | 627 20 | 806 32 |
| Station supplies..... | 19 12 | 32 05 | 51 17 |
| Other expenses..... | 3 57 | 4 72 | 8 29 |
| Total | 821 37 | 2,404 43 | 3,226 16 |
| General expenses: | | | |
| Salaries of officers..... | 43 31 | 63 17 | 106 48 |
| Salaries of clerks..... | 40 19 | 60 29 | 100 48 |
| General office expenses and supplies..... | 6 61 | 9 42 | 16 03 |
| Insurance..... | 29 51 | 70 82 | 100 33 |
| Legal expenses..... | 12 64 | 18 97 | 31 61 |
| Stationery and printing..... | 54 96 | 84 25 | 139 21 |
| Other general expenses..... | 11 73 | 18 62 | 30 35 |
| Total | 198 95 | 325 54 | 524 49 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 820 31 | 1,228 05 | 2,048 36 |
| Maintenance of equipment..... | 296 04 | 585 12 | 881 16 |
| Conducting transportation..... | 821 73 | 2,404 43 | 3,226 16 |
| General expenses..... | 198 95 | 325 54 | 524 49 |
| Grand total..... | \$2,137 03 | \$4,543 14 | \$6,680 17 |
| Percentage of earnings to expenses—Entire line..... | | | 78 |

COMPARATIVE GENERAL BALANCE SHEET.

No separate books for this road, hence no balance sheet.

CONTRACTS, AGREEMENTS, ETC.

Operated under contract with Richmond & Danville railroad company.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|------------------------------|----------------------|---------------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| First mortgage..... | Milton, N. C. | Sutherland, Va..... | 7 | \$3,400 00 | All. | All. | All. |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| Station agents..... | 1 | \$600 00 | \$2 56 |
| Other station men..... | 1 | 206 50 | 66 |
| Enginemen..... | 1 | 720 00 | 2 30 |
| Firemen..... | 1 | 240 00 | 77 |
| Conductors..... | 1 | 420 00 | 1 34 |
| Other trainmen..... | 1 | 219 00 | 70 |
| Section foremen..... | 1 | 420 00 | 1 34 |
| Other trackmen..... | 4 | 826 00 | 66 |
| Total (less "general officers")..... | 11 | \$3,651 50 | 1 06 |
| Distribution of above: | | | |
| Maintenance of way and structures..... | 5 | 1,246 00 | 80 |
| Conducting transportation | 6 | 2,405 50 | 1 28 |
| Total (less "general officers")..... | 11 | \$3,651 50 | \$1 06 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 6,851 | |
| Number of passengers carried one mile..... | 47,834 | |
| Average distance carried..... | 6 9-10 | |
| Total passenger revenue..... | | 1,400 85 |
| Average amount received from each passenger..... | | 20.44 |
| Average receipts per passenger per mile..... | | 2.92 |
| Estimated cost of carrying each passenger one mile..... | | 4.88 |
| Passenger earnings per mile of road..... | | 215 51 |
| Passenger earnings per train-mile..... | | 48 10 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 4,200 | |
| Number of tons carried one mile..... | 20,463 | |
| Average distance haul of one ton..... | 7 | |
| Total freight revenue..... | | 3,519 16 |
| Average amount received for each ton of freight..... | | 83.61 |
| Average receipts per ton per mile..... | | 11.94 |
| Estimated cost of carrying one ton one mile..... | | 15.42 |
| Freight earnings per mile of road..... | | 541 40 |
| Freight earnings per train-mile..... | | 41 42 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 4,920 01 |
| Passenger and freight revenue per mile of road | | 757 00 |
| Passenger and freight earnings..... | | 5,268 87 |
| Passenger and freight earnings per mile of road..... | | 810 56 |
| Gross earnings from operation..... | | 5,268 87 |
| Gross earnings from operation per mile of road | | 810 56 |
| Expenses | | 6,680 17 |
| Expenses per mile of road..... | | 1,027 71 |
| Train mileage: | | |
| Miles run by passenger trains | 2,912 | |
| Miles run by freight trains | 8,736 | |
| Total mileage trains earning revenue..... | 11,648 | |
| Miles run by switching trains..... | 1,688 | |
| Miles run by construction and other trains..... | 412 | |
| Grand total train mileage | 13,748 | |
| Mileage of loaded freight cars—north or east..... | 10,525 | |
| Mileage of loaded freight cars—south or west..... | | |
| Mileage of empty freight cars—north or east..... | 4,155 | |
| Mileage of empty freight cars—south or west..... | | |
| Average number of freight cars in train..... | 1.9 | |
| Average number of loaded cars in train..... | 1.3 | |
| Average number of empty cars in train..... | .6 | |
| Average number of tons of freight in train | 3.8 | |
| Average number of tons of freight in each loaded car..... | 8.0 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight origina- ting on this road. Whole tons. | Freight received from connect- ing roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|---|--|--|---------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 46 | 196 | 242 | |
| Flour..... | 1 | 264 | 265 | |
| Other mill products..... | 2 | 360 | 362 | |
| Hay | 16 | 170 | 186 | |
| Tobacco..... | 412 | 277 | 689 | |
| Cotton..... | | 2 | 2 | |
| Fruit and vegetables..... | 5 | 45 | 50 | |
| Cotton factory products..... | | 11 | 11 | |
| Products of animals: | | | | |
| Live stock..... | 6 | 20 | 26 | |
| Dressed meats..... | 2 | 120 | 122 | |
| Other packing-house products..... | | 28 | 28 | |
| Poultry, game and fish..... | 6 | 6 | 6 | |
| Hides and leather..... | 4 | 3 | 7 | |
| Products of mines: | | | | |
| Anthracite coal..... | | 103 | 103 | |
| Bituminous coal..... | | 157 | 157 | |
| Products of forest: | | | | |
| Lumber..... | | 119 | 119 | |
| Manufacturers: | | | | |
| Petroleum and other oils..... | | 88 | 88 | |
| Sugar..... | | 77 | 77 | |
| Iron, pig and bloom..... | | 1 | 1 | |
| Other castings and machinery..... | 12 | 11 | 23 | |
| Bar and sheet metal..... | | 18 | 18 | |
| Cement, brick and lime..... | | 65 | 65 | |
| Agricultural implements..... | 4 | 4 | 8 | |
| Wagons, carriages, tools, etc..... | | 11 | 11 | |
| Wines, liquors, and beers..... | 2 | 29 | 31 | |
| Household goods and furniture | 8 | 11 | 19 | |
| Fertilizers..... | 7 | 523 | 530 | |
| Merchandise..... | 404 | 324 | 728 | |
| Miscellaneous—other commodities not mentioned above..... | 64 | 171 | 235 | |
| Total tonnage—Virginia..... | 995 | 3,214 | 4,209 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added dur- ing year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|----------------------------------|-----------------------------------|---------------------------------------|-------------------------------|-------|--|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 1 | | | | |
| Total..... | | 1 | | | | |
| Cars in passenger service: | | | | | | |
| Combination passenger cars | | 1 | | | | |
| Total..... | | 1 | | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 1 | | | | |
| Flat cars..... | | 1 | | | | |
| Total..... | | 2 | | | | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | 6.50 | | | | 6.50 | | 6.50 | |
| Miles of yard track, sidings, and spurs..... | .07 | | | | .07 | | .07 | |
| Total mileage oper'd (all tracks)..... | 6.57 | | | | 6.57 | | 6.57 | |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia..... | 6 | | | 6 | | 6 | |
| North Carolina..... | .5 | | | .5 | | .5 | |
| Total mileage operated (single track)..... | 6.5 | | | 6.5 | | 6.5 | |

Mileage Owned by Road Making this Report.

| | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia..... | 6 | | | 6 | | 6 | |
| North Carolina..... | .5 | | | .5 | | .5 | |
| Total mileage owned (single track)..... | 6.5 | | | 6.5 | | 6.5 | |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|-------------------------|---------|--------------------------------------|
| Oak (second class)..... | 3,402 | 15 |
| Total | 3,402 | 15 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|--|-------------|-------------|-------------|--------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | | | 112 | 56 | 4,582 | 27.37 |
| Freight..... | | | | 224 | 112 | 9,166 | 27.37 |
| Total..... | | | | 336 | 168 | 13,748 | 27.37 |
| Average cost at distributing point | | | | \$2 00 | | | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|--------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Wooden | 2 | | | | | 250 | | | |
| Total..... | 2 | | | | | 250 | | | |

Gauge of track—three feet; 6.5 miles.

OATH.

DISTRICT OF COLUMBIA,
CITY OF WASHINGTON, } ss :

We, the undersigned, Peyton Randolph, general manager, and M. C. Figg, assistant auditor of the Richmond and Danville railroad, lessee Milton and Sutherlin railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

PEYTON RANDOLPH,
General Manager.

M. C. FIGG,
Assistant Auditor.

Subscribed and sworn to before me this 18th day of December, 1890.

CHAS. P. LEE,
Notary Public.

HOLYNECK LUMBER AND TRANSPORTATION COMPANY.

HISTORY.

Name of common carrier making this report—Hollyneck Lumber and Transportation company.

Date of organization—1887.

Organized under the laws of the state of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------|---------------------|-----------------------------|
| W. H. Jones, Jr..... | Suffolk, Va..... | September 1st, 1891. |
| J. G. McNeal..... | Elwood, Va..... | September 1st, 1891. |
| R. Y. Dennis..... | Suffolk, Va..... | September 1st, 1891. |
| W. N. Camp..... | Suffolk, Va..... | September 1st, 1891. |
| John A. Gum..... | Elwood, Va..... | September 1st, 1891. |

Total number of stockholders at date of last election—Seven.

Date of last meeting of stockholders for election of directors—September 1st, 1890.

Postoffice address of general office—Suffolk, Va.

Postoffice address of operating office—Elwood, Va.

EXPLANATORY REMARKS.

This company is formed for the manufacture of yellow pine lumber, and this road is only built temporary to transport logs to this saw mill company, and is used only for that purpose, and not for any commercial trade.

It is our desire and purpose to conform to the law and regulation, and have no report to make only for the transportation of round logs, on which no specific charges are made.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------------|----------------------|---------------------|
| President | W. H. Jones, Jr..... | Suffolk, Va. |
| First vice-president..... | John A. Gum..... | Elwood, Va. |
| Second vice-president..... | J. G. McNeal..... | Elwood, Va. |
| Treasurer | J. G. McNeal | Elwood, Va. |

NORFOLK AND VIRGINIA BEACH RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Norfolk and Virginia Beach railroad company.

Date of organization—June 1st, 1887.

Organized under the laws of the state of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|------------------------|-----------------------------|
| Chas. W. Mackey..... | 44 Broadway, New York. | |
| Warner Van Norden..... | 44 Broadway, New York. | |
| Geo. R. Howell..... | 44 Broadway, New York. | |
| Wm. Evans, Jr..... | 44 Broadway, New York. | |
| Jas. H. Hopkins..... | Washington, D. C. | |
| Jas. W. Rowland..... | Emlenton, Penn. | |
| W. L. Stowe..... | New York city. | |

Total number of stockholders at date of last election—Thirty (30).

Date of last meeting of stockholders for election of directors—September 4th, 1890.

Postoffice address of general office—Norfolk, Va.

Postoffice address of operating office—Norfolk, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|-----------------------------------|------------------------|------------------------|
| President..... | Chas. W. Mackey..... | 44 Broadway, New York. |
| First Vice-President..... | Warner Van Norden..... | 44 Broadway, New York. |
| Secretary..... | Wm. Evans, Jr..... | 44 Broadway, New York. |
| Treasurer..... | Wm. Evans, Jr..... | 44 Broadway, New York. |
| General Solicitor..... | White & Garnett..... | Norfolk, Va. |
| Attorney, or General Counsel..... | White & Garnett..... | Norfolk, Va. |
| Auditor..... | Geo. M. Glazier..... | Norfolk, Va. |
| General Superintendent..... | J. M. Dickey..... | Norfolk, Va. |
| General Passenger Agent..... | S. B. Shoemaker..... | Norfolk, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|------------------|------------------------|------------------------------------|--|
| | From— | To— | | |
| Norfolk & Virginia Beach railroad..... | Norfolk, Va..... | Virginia Beach, Va.... | 17.90 | 17.90 |
| | | Total..... | 17.90 | 17.90 |

Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of which affect the General Balance Sheet.

| NAME. | CHARACTER OF BUSINESS. | TITLE. (Owned, Leased, etc.) | STATE OR TERRITORY. |
|--------------------------|------------------------|---------------------------------|---------------------|
| Princess Anne Hotel..... | Hotel..... | Owned..... | Virginia. |

* CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------|-------------------|----------------------|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common.... | 5,000 | \$100 00 | \$500,000 00 | \$500,000 00 | None. | None. |
| Total..... | 5,000 | \$100 00 | \$500,000 00 | \$500,000 00 | | |

* The property of the Norfolk and Virginia Beach Railroad and Improvement company was sold on the 17th of May, 1887, purchased by Hon. Chas. W. Mackey and associates, and at organization the said Mackey and associates were given the stock in consideration of the property.

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | INTEREST. | | |
|------------------------------|----------------|---------------|------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. |
| First mortgage | July 1, 1887. | July 1, 1917. | \$300,000 00 | \$300,000 00 | \$300,000 00 | ..... | 5 per cent. | Jan. & July. | \$15,000 00 |
| Second mortgage | Aug. 1, 1888. | Aug. 1, 1918. | 200,000 00 | 200,000 00 | 100,000 00 | ..... | 5 per cent. | Feb. & Aug. | 5,000 00 |
| Grand total | | | \$500,000 00 | \$500,000 00 | \$500,000 00 | \$70,000 00 | | | \$20,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$500,000 00 | \$400,000 00 | \$20,000 00 | |
| Total..... | \$500,000 00 | \$400,000 00 | \$20,000 00 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|-------------|---|-------------|
| Due from agents..... | \$1,821 80 | Audited vouchers and accounts. { | \$17,810 14 |
| | | Wages and salaries..... | |
| | | Net traffic balances due to other companies..... | 518 32 |
| Balance—Current liabilities.. | 67,640 87 | Matured interest coupons unpaid (including coupons due July 1)..... | 7,500 00 |
| Total..... | \$19,462 67 | Outstanding obligations..... | 43,534 21 |
| | | Total..... | \$69,462 67 |

Materials and supplies on hand, \$7,632 94.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$500,000 00 | \$230,000 00 | \$270,000 00 | 19.16 | \$12,004 48 |
| Bonds..... | 400,000 00 | 190,000 00 | 210,000 00 | 19.16 | 10,960 33 |
| Total..... | \$900,000 00 | \$420,000 00 | \$480,000 00 | 19.16 | \$22,964 81 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt outstanding. | Current liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|-------------------------------|----------------|--------------------------|----------------------|--------------|--------------------------|-------------|
| | | | | | Miles. | Amount. |
| Norfolk & Virginia Beach..... | \$500,000 00 | \$400,000 00 | \$69,724 20 | \$969,724 20 | 19.16 | \$50,611 91 |
| Total..... | \$500,000 00 | \$400,000 00 | \$69,724 20 | \$969,724 20 | 19.16 | \$50,611 91 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1880. | Total cost to June 30, 1890. | Cost per mile. |
|--|---------------------------------------|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | |
| | | Charged to income ac- count as per- manent im- provements. | | | |
| Construction: | | | | | |
| Right of way..... | | | | | |
| Other real estate..... | | | | | |
| Fences..... | | | | | |
| Grading and bridge and culvert ma- sonry..... | | | | | |
| Bridges and trestles..... | | | | | |
| Rails..... | | | | | |
| Ties..... | | | | | |
| Other superstructure..... | | | | | |
| Buildings, furniture, and fixtures..... | | | | | |
| Shop machinery and tools..... | | | | | |
| Engineering ex- penses..... | | | | | |
| Interest during con- struction..... | | | \$2,657 87 | \$360,398 66 | \$363,056 53 |
| Discount on securi- ties sold for con- struction..... | | | | | |
| Telegraph line..... | | | | | |
| Wharfing, etc..... | | | | | |
| Sidings and yard ex- tensions..... | | | | | |
| Terminal facilities and elevators..... | | | | | |
| Road built by con- tract..... | | | | | |
| Purchase of con- structed road..... | | | | | |
| Other items..... | | | | | |
| Total construc- tion..... | | | 2,657 87 | 360,398 66 | 363,056 53 |
| Equipment: | | | | | |
| Locomotives..... | | | | | |
| Passenger cars..... | | | | | |
| Sleeping, parlor and dining cars..... | | | | | |
| Baggage, express, and postal cars..... | | | 106 69 | 83,404 80 | 83,511 49 |
| Combination cars..... | | | | | |
| Freight cars..... | | | | | |
| Other cars of all classes..... | | | | | |
| Floating equipment..... | | | | | |
| Total equipment..... | | | 106 69 | 83,404 80 | 83,511 49 |
| Grand total cost con- struction, equipm't, etc..... | | | 2,764 56 | 443,803 46 | 446,568 02 |
| Total cost construc- tion, equipment, etc., State of Va..... | | | \$2,764 56 | \$443,803 46 | \$446,568 02 |
| | | | | | \$24,947 85 |

INCOME ACCOUNT.

| | | |
|---|-------------|-------------|
| Gross earnings from operation..... | \$42,907 58 | |
| Less operating expenses..... | 29,540 45 | |
| Income from operation..... | | \$13,367 13 |
| Total income..... | | 13,367 13 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 9,583 33 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 418 50 | |
| Taxes..... | 1,045 35 | |
| Total deductions from income..... | | 11,017 18 |
| Net income..... | | 2,349 95 |
| Total..... | | 2,349 95 |
| Surplus from operations of year ending June 30, 1890..... | | 2,349 95 |
| Surplus on June 30, 1889..... | | 9,803 50 |
| | | 12,153 45 |
| Deductions for year..... | | 5,976 01 |
| Surplus on June 30, 1890..... | | 6,177 44 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$27,074 53 | | |
| Less repayments—Tickets redeemed..... | | \$2 75 | |
| Excess fares refunded..... | | 1,233 72 | |
| Other repayments, Ocean Shore Park..... | | | |
| Total deductions..... | | 1,236 47 | |
| Total passenger revenue..... | | | \$25,838 06 |
| Mail..... | | | 794 68 |
| Express..... | | | 60 44 |
| Total passenger earnings..... | | | 26,693 17 |
| Freight: | | | |
| Freight revenue..... | 15,774 80 | | |
| Less repayments—Overcharge to shippers..... | | 5 02 | |
| Other repayments..... | | | |
| Total deductions..... | | 5 02 | |
| Total freight revenue..... | | | 15,769 78 |
| Total freight earnings..... | | | 15,769 78 |
| Total passenger and freight earnings..... | | | 42,462 95 |
| Other earnings from operation: | | | |
| Telegraph companies..... | 306 57 | | |
| Other sources..... | 138 06 | | |
| Total other earnings..... | | | 444 63 |
| Total gross earnings from operation..... | | | \$42,907 58 |

MISCELLANEOUS INCOME.

| ITEMS. | Gross income. | Less expenses. | Net miscellaneous income. |
|--|---------------|----------------|---------------------------|
| Princess Anne Hotel, Virginia Beach, Va., owned and operated by the Norfolk and Virginia Beach railroad company..... | \$81,105 45 | \$80,425 72 | \$679 73 |
| Total..... | \$81,105 45 | \$80,425 72 | \$679 73 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|--------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$4,351 03 | \$82,175 52 | \$86,526 55 |
| Renewals of rails..... | | | |
| Renewals of ties..... | | | |
| Repairs of bridges and culverts..... | | | |
| Repairs of fences, road-crossings, signs, and cattle guards..... | | | |
| Repairs of buildings..... | | | |
| Repairs of docks and wharves..... | | | |
| Repairs of telegraph..... | | | |
| Other expenses..... | | | |
| Total..... | 4,351 03 | 2,175 52 | 6,526 55 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 678 60 | 339 29 | 1,017 89 |
| Repairs and renewals of passenger cars..... | | | |
| Repairs and renewals of freight cars..... | | | |
| Repairs and renewals of ferry-boats, tugs, floats, and barges..... | | | |
| Shop machinery, tools, etc..... | | | |
| Other expenses..... | | | |
| Total..... | 678 60 | 339 29 | 1,017 89 |
| Conducting transportation: | | | |
| Wages of enginemen, firemen, and roundhousemen..... | 11,818 77 | 5,909 33 | 17,728 10 |
| Fuel for locomotives..... | | | |
| Water supply for locomotives..... | | | |
| All other supplies for locomotives..... | | | |
| Wages of other trainmen..... | | | |
| All other train supplies..... | | | |
| Wages of switchmen, flagmen, and watchmen..... | | | |
| Expense of telegraph, including train dispatchers and operators..... | | | |
| Wages of station agents, clerks, and laborers..... | | | |
| Station supplies..... | | | |
| Switching charges—balance..... | | | |
| Car mileage—balance..... | | | |
| Loss and damage..... | | | |
| Injuries to persons..... | | | |
| Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies..... | | | |
| Other expenses..... | | | |
| Total..... | 11,818 77 | 5,909 33 | 17,728 10 |
| General expenses: | | | |
| Salaries of officers..... | 2,845 27 | 1,422 64 | 4,267 91 |
| Salaries of clerks..... | | | |
| General office expenses and supplies..... | | | |
| Agencies, including salaries and rent..... | | | |
| Advertising..... | | | |
| Commissions..... | | | |
| Insurance..... | | | |
| Expenses of fast freight lines..... | | | |
| Expenses of traffic associations..... | | | |
| Expenses of stock yards and elevators..... | | | |
| Rents for tracks, yards, and terminals..... | | | |
| Rentals not otherwise provided for..... | | | |
| Legal expenses..... | | | |
| Stationery and printing..... | | | |
| Other general expenses..... | | | |
| Total..... | 2,845 27 | 1,422 64 | 4,267 91 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 4,351 03 | 2,175 52 | 6,526 55 |
| Maintenance of equipment..... | 678 60 | 339 29 | 1,017 89 |
| Conducting transportation..... | 11,818 77 | 5,909 33 | 17,728 10 |
| General expenses..... | 2,845 27 | 1,422 64 | 4,267 91 |
| Grand total..... | \$19,693 67 | \$9,816 78 | \$29,510 45 |
| Percentage of expenses to earnings—entire line..... | | | 68 84 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|-----------------------------|--------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$391,398 66 | \$550,398 66 | \$393,056 53 | \$393,056 53 | \$2,657 87 | |
| 83,404 80 | 83,404 80 | 83,511 49 | 83,511 49 | 106 69 | |
| 504,854 49 | 504,854 49 | 323,784 01 | 323,784 01 | 18,929 52 | |
| 4,585 44 | 4,585 44 | | | | |
| | | Other assets: | | | |
| | | Materials and supplies..... | 7,032 94 | 3,047 50 | |
| | | Grand total..... | \$977,984 97 | \$94,741 58 | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|----------------------|--------------|----------------------------|------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$500,000 00 | \$500,000 00 | { \$500,000 00 | \$500,000 00 | | |
| 400,000 00 | 400,000 00 | 400,000 00 | 400,000 00 | | |
| 41,356 56 | 41,356 56 | 67,640 87 | 67,640 87 | | |
| 2,083 33 | 2,083 33 | 2,083 33 | 2,083 33 | | |
| 9,803 50 | 9,803 50 | 8,290 77 | 8,290 77 | | |
| | | Profit and loss..... | | | \$2,083 33 |
| | | Grand total..... | \$977,984 97 | \$94,741 58 | |

CONTRACTS, AGREEMENTS, ETC.

Contract with Southern Express company, dated July 1st, 1889, grants the aforesaid company the privilege of carrying express matter in cars of railroad company in consideration of its being paid one-half of the gross earnings.

Contract with Western Union Telegraph company provides that the telegraph company shall furnish instruments and battery necessary to operate the line owned by the railroad company, and pay to the latter all tolls for telegraph service between the city of Norfolk and Virginia Beach, and retaining the receipts upon all business originating at Virginia Beach and going to points beyond Norfolk or from points beyond Norfolk going to Virginia Beach.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | What equipment mortgaged.* | What income mortgaged. | What securities mortgaged. |
|--------------------------------------|----------------------|---------------------|--------------------------------------|----------------------------|------------------------|----------------------------|
| | From— | To— | | | | |
| First and second mortgage bonds..... | Norfolk..... | Virginia Beach..... | 10.09 | \$25,698.33 | | |

* All railroad equipment, together with hotel buildings and 1,600 acres of unimproved land at Virginia Beach.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers..... | 5 | \$3,850 00 | |
| General office clerks..... | 1 | 1,035 81 | \$2 50 |
| Supervisor..... | 1 | 960 00 | 3 00 |
| Station agents..... | 4 | 1,180 93 | 94 |
| Other station men..... | 1 | 378 16 | 1 20 |
| Enginemen..... | 2 | 1,718 32 | 2 75 |
| Firemen..... | 2 | 795 98 | 1 30 |
| Conductors..... | 2 | 1,524 55 | 2 75 |
| Other trainmen..... | 4 | 1,294 75 | 1 30 |
| Machinists..... | 1 | 371 50 | 2 50 |
| Carpenters..... | 1 | 738 84 | 2 00 |
| Other shopmen..... | 2 | 574 92 | 1 00 |
| Section foremen..... | 2 | 960 00 | 1 53 |
| Other trackmen..... | 10 | 3,514 36 | 1 00 |
| Switchmen, flagmen, and watchmen..... | 5 | 1,687 25 | 1 15 |
| Total (including "general officers")..... | 43 | 20,585 37 | |
| Less "general officers")..... | 5 | 3,850 00 | |
| Total (excluding "general officers")..... | 38 | 16,735 37 | |
| Distribution of above: | | | |
| General administration..... | 6 | 4,885 81 | |
| Maintenance of way and structures..... | 15 | 6,007 84 | |
| Maintenance of equipment..... | 2 | 507 21 | |
| Conducting transportation..... | 20 | 8,584 51 | |
| Total (incl'g "general officers")—Virginia..... | | 20,585 37 | |
| Less "general officers")..... | | 3,850 00 | |
| Total (excl'g "general officers")—Virginia..... | | 16,735 37 | |
| Total (incl'g "general officers")—entire line..... | | \$16,735 37 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 101,063 | |
| Number of passengers carried one mile..... | 1,428,136 | |
| Average distance carried..... | 14 $\frac{1}{2}$ | |
| Total passenger revenue..... | | \$25,838 06 |
| Average amount received from each passenger..... | | 25.560 |
| Average receipts per passenger per mile..... | | 01.880 |
| Estimated cost of carrying each passenger one mile..... | | 01.378 |
| Passenger earnings per mile of road..... | | 1,435 45 |
| Passenger earnings per train mile..... | | 58.426 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 18,844 | |
| Number of tons carried one mile..... | 238,177 | |
| Average distance haul of one ton..... | 12 $\frac{3}{4}$ | |
| Total freight revenue..... | | 15,769 78 |
| Average amount received for each ton of freight..... | | 83.686 |
| Average receipts per ton per mile..... | | 06.621 |
| Estimated cost of carrying one ton one mile..... | | 04.134 |
| Freight earnings per mile of road..... | | 876 10 |
| Freight earnings per train mile..... | | 83.200 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 41,607 84 |
| Passenger and freight revenue per mile of road..... | | 2,324 46 |
| Passenger and freight earnings..... | | 42,462 95 |
| Passenger and freight earnings per mile of road..... | | 2,372 23 |
| Gross earnings from operation..... | | 42,907 58 |
| Gross earnings from operation per mile of road..... | | 2,397 07 |
| Expenses..... | | 29,540 45 |
| Expenses per mile of road..... | | 1,639 13 |
| Train mileage: | | |
| Miles run by passenger trains..... | 44,952 | |
| Miles run by freight trains..... | 18,918 | |
| Total mileage trains earning revenue..... | 62,970 | |
| Miles run by switching trains..... | 2,000 | |
| Grand total train mileage..... | 64,970 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight original- ing on this road. Whole tons. | Freight received from connect- ing roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|---|--|--|---------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | 520 | | 520 | |
| Flour..... | 203 | 11 | 214 | |
| Other mill products..... | 238 | | 238 | |
| Hay..... | 224 | | 224 | |
| Tobacco..... | 6 | 1 | 7 | |
| Fruit and vegetables..... | 711 | 7 | 718 | |
| Other articles..... | 22 | | 22 | |
| Products of animals : | | | | |
| Live stock..... | 44 | 4 | 48 | |
| Dressed meats..... | 41 | 9 | 50 | |
| Other packing-house products..... | 78 | 10 | 88 | |
| Poultry, game, and fish..... | 984 | 2 | 986 | |
| Hides and leather..... | 1 | | 1 | |
| Milk..... | 174 | 1 | 175 | |
| Other articles..... | 166 | | 166 | |
| Products of mines : | | | | |
| Anthracite coal..... | 250 | | 250 | |
| Bituminous coal..... | 31 | | 31 | |
| Stone, sand, and other like articles..... | 831 | | 831 | |
| Products of forest : | | | | |
| Lumber..... | 2,687 | 43 | 2,730 | |
| Cord wood..... | 7,427 | | 7,427 | |
| Staves..... | 200 | | 200 | |
| Manufactures : | | | | |
| Petroleum and other oils..... | 50 | 6 | 56 | |
| Sugar..... | 59 | 7 | 66 | |
| Naval stores..... | 11 | | 11 | |
| Iron, pig and bloom..... | 13 | | 13 | |
| Groceries, etc..... | 70 | 17 | 87 | |
| Other castings and machinery..... | 35 | 11 | 46 | |
| Bar and sheet metal..... | 3 | | 3 | |
| Cement, brick, and lime..... | 283 | | 283 | |
| Agricultural implements..... | 6 | | 6 | |
| Wagons, carriages, tools, etc..... | 19 | 1 | 20 | |
| Wines, liquors, and beers..... | 58 | 10 | 68 | |
| Household goods and furniture..... | 167 | 12 | 179 | |
| Dry goods..... | 8 | 3 | 11 | |
| Merchandise..... | 45 | 1 | 46 | |
| Miscellaneous—other commodities not mentioned above..... | 3,015 | 8 | 3,023 | |
| Total tonnage—Virginia..... | 18,680 | 164 | 18,844 | |
| Total tonnage—entire line..... | | 164 | 18,844 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|------------------|-------------------------------------|--------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | } | 3 | 3 | { Eames' Vacuum. | | |
| Freight..... | | | | | | |
| Switching..... | | | | | | |
| Total..... | | 3 | | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 3 | 3 | Eames' Vacuum. | 3 | Miller |
| Combination passenger cars..... | | 1 | 1 | " | 1 | " |
| Baggage, express, and postal cars..... | | 1 | 1 | " | 1 | " |
| Other cars in passenger service..... | | 12 | 12 | " | 12 | " |
| Total..... | | 17 | 17 | | 17 | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 6 | | | | |
| Flat cars..... | | 16 | | | | |
| Other cars..... | | 4 | | | | |
| Total..... | | 26 | | | | |
| Total owned..... | | 46 | | | | |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 17.90 | | | 17.90 | 1.76 | 17.40 |
| Miles of yard track, sidings, and spurs..... | 1.26 | | | 1.26 | | |
| Total mileage operated (all tracks)..... | 19.16 | | | 19.16 | 1.76 | 17.40 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------------------|---------|--------------------------------------|
| Cypress and white oak..... | 4,000 | 32 |
| Total..... | 4,000 | 32 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 608 | | | | 649.7 | 31.1 |
| Freight..... | | 265 | | | | | |
| Switching..... | | 29 | | | | | |
| Total..... | | 902 | | | | 649.7 | 31.1 |
| Average cost at distributing point..... | | \$1 25 | | | | | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT.* | | | PROFILE. | | | | | | |
|--------------------------------|---------------------|--------|-------------------|-----------------------------------|--------------------------|-----------------------|--------------------|-----------------|---------------------------------------|--------------------|------------------|--|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved lines. | Length of straight line. | Length of level line. | ASCENDING GRADES.† | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. | Aggregate length of ascending grades. | Number. | Sum of descents. | Aggregate length of descending grades. |
| | | | | Miles. | Miles. | Miles. | | Feet. | Miles. | | Feet. | Miles. |
| Norfolk..... | Virginia Beach..... | 17.90 | | | | | | | | | | |
| | Total | 17.90 | | | | | | | | | | |

* Straight. † Level.

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|----------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Wooden | 2 | | | | | 160 | | | |
| Total..... | 2 | | | | | 160 | | | |
| Trestles | 6 | | | | | 4,200 | | | |

Gauge of track—three feet; 17.90 miles.

TELEGRAPH.

Owned by company making this report.

| MILES OF LINE. | MILES OF WIRE. | OPERATED BY THIS COMPANY. | |
|----------------|----------------|---------------------------|----------------|
| | | Miles of line. | Miles of wire. |
| 17.90 | 17.90 | 17.90 | 17.90 |

In connection with Western Union Telegraph.

OATH.

STATE OF NEW YORK, }
CITY OF NEW YORK, } ss.

We, the undersigned, Chas. W. Mackey, president, and Wm. Evans, Jr., secretary and treasurer of the Norfolk and Virginia Beach railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

CHAS. W. MACKEY,
President.

WM. EVANS, JR.,
Treasurer.

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—New York, Philadelphia and Norfolk railroad company.

Date of organization—February 9, 1882.

Organized under the laws of the states of Maryland and Virginia. Virginia statute passed February 9, 1882; Maryland statute passed April 10, 1880.

HISTORY OF CONSOLIDATION.

Peninsular railroad company of Virginia, incorporated by act of Virginia legislature, passed March 12, 1878, which act invested the Peninsular railroad company of Virginia with all the rights, privileges, &c., granted to the North and South railroad company, organized by act of legislature January 24, 1853. The Eastern Shore railroad company, organized by act of legislature April 23, 1867. The New York and Norfolk railroad company, organized by act of legislature March 15, 1872, and amendment thereto of March 13, 1874. Consolidated with the Peninsular railroad company of Maryland (originally incorporated as the Worcester and Somerset railroad company by act of Maryland legislature March 12, 1867; name changed to Peninsula railroad company and authority conferred to consolidate with Peninsula railroad company of Virginia April 10, 1880), and name changed to New York, Philadelphia and Norfolk railroad company by act of Virginia legislature February 9, 1882. Further consolidated March 15, 1884, with the Eastern Shore railroad company of Maryland under authority given in same act. The Eastern Shore railroad company of Maryland was incorporated by act of legislature April 23, 1853. Reorganized March 25, 1880. Charter amended conferring power to consolidate May 3, 1882.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|-------------------------|-----------------------------|
| A. J. Cassatt..... | Philadelphia, Penn..... | March 17th, 1891. |
| Wm. A. Patton..... | Philadelphia, Penn..... | |
| J. G. Cassatt..... | Philadelphia, Penn..... | |
| Wm. L. Scott..... | Erie, Penn..... | |
| C. H. Painter..... | Washington, D. C..... | |
| C. A. Griscom..... | Philadelphia, Penn..... | |
| A. H. Townsend, Jr..... | Philadelphia, Penn..... | |

Total number of stockholders at date of last election—64.

Date of last meeting of stockholders for election of directors—January 20th, 1890.

Postoffice address of general office—305 Walnut street, Philadelphia, Penn.

Postoffice address of operating office—Cape Charles, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|----------------------|---------------------|
| President..... | A. J. Cassatt..... | Philadelphia, Penn. |
| Vice-President..... | Wm. A. Patton..... | Philadelphia, Penn. |
| Secretary..... | Wm. Cariss, Jr..... | Philadelphia, Penn. |
| Treasurer..... | J. G. Cassatt..... | Philadelphia, Penn. |
| Attorney or Counsel..... | J. W. Crisfield..... | Princess Anne, Md. |
| Auditor..... | Wm. Cariss, Jr..... | Philadelphia, Penn. |
| Superintendent..... | H. W. Dunne..... | Cape Charles, Va. |
| General Freight Agent..... | R. B. Cooke..... | Norfolk, Va. |
| General Passenger Agent..... | | |
| General Ticket Agent..... | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|----------------------|-----------------------|------------------------------------|--|
| | From— | To— | | |
| New York, Philadelphia, & Norfolk Railroad Co..... | Delmar, Del..... | Cape Charles, Va..... | | 95 |
| | Kings Creek, Md..... | Crisfield, Md..... | | 17 |
| Total rail line..... | | | | 112 |
| The water route distance is..... | | | | 36 |
| Total mileage operated..... | | | | 148 |

NOTE.—In addition to the 112 miles of rail line composing the New York, Philadelphia and Norfolk railroad, the company operates a steamboat, tug and barge line between Cape Charles and Old Point Comfort, Norfolk and Portsmouth, Va., and the revenue account, as well as the other accounts embodied in this report covers the operations of both the rail and water routes.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 25,000 | \$100 00 | \$2,500,000 00 | \$1,714,375 00 | | |
| Total..... | 25,000 | \$100 00 | \$2,500,000 00 | \$1,714,375 00 | | |

NOTE.—The whole issue of capital stock as noted above was issued for construction.

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the bonds. | Rate. | INTEREST. | | |
|------------------------------|----------------|---------------|-----------------------------|----------------|---------------------|-----------------------------|-------------|-----------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount matured during year. |
| First mortgage bonds..... | Jan. 1, 1883. | Jan. 1, 1923. | \$16,500 00 | \$1,848,000 00 | \$1,848,000 00 | \$197,000 00 | 6 per cent. | Jan. & July 1. | ..... | \$110,880 00 |
| Income mortgage bonds..... | Jan. 1, 1883. | Oct. 1, 1943. | \$1,000,000 00 | 1,000,000 00 | 1,000,000 00 | ..... | 6 per cent. | Jan. & July 1. | ..... | 13,500 00 |
| Bottomry mortgage bonds..... | April 1, 1885. | Jan. 1, 1892. | 225,000 00 | 225,000 00 | 225,000 00 | 225,000 00 | 6 per cent. | April & Oct. 1. | ..... | ..... |
| Grand total..... | | | \$3,073,000 00 | \$3,073,000 00 | \$3,073,000 00 | \$422,000 00 | | | | \$124,380 00 |

* Per mile of finished road. † And further limit of \$10,000 per mile of finished road.

EXPLANATORY REMARKS.

| | |
|--|---------------------|
| First mortgage bonds—Issued for construction..... | \$1,651,000 00 |
| Issued for cash..... | 197,000 00 |
| | <u>1,848,000 00</u> |
| Income mortgage bonds—Issued for construction..... | \$1,000,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$3,073,000 00 | \$1,073,000 00 | \$124,380 00 | ..... |
| Total..... | \$3,073,000 00 | \$1,073,000 00 | \$124,380 00 | ..... |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE
FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---------------------|
| Cash | \$11,792 30 |
| Bills receivable..... | 12,099 22 |
| Due from agents..... | 8,673 54 |
| Net traffic balances due from other companies..... | 69,878 68 |
| Due from solvent companies and in- dividuals..... | 16,780 01 |
| Balance current liabilities..... | 752,263 01 |
| Total..... | \$871,486 76 |

CURRENT LIABILITIES ACCRUED TO AND
INCLUDING JUNE 30, 1890.

| | |
|---|---------------------|
| Loans and bills payable..... | \$158,900 71 |
| Audited vouchers and accounts..... | 119,727 27 |
| Wages and salaries..... | 21,814 78 |
| Matured interest coupons unpaid (including coupons due July 1).... | 554,430 00 |
| Miscellaneous | 16,614 00 |
| Total..... | \$871,486 76 |

Materials and supplies on hand, \$24,296 61.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|-----------------------|---------------------------|-----------------------------|-------------|
| | | To railroads. | * To other properties. | Miles. | Amount. |
| Capital stock..... | \$1,714,375 00 | \$1,714,375 00 | | 112 | \$15,306 92 |
| Bonds..... | 3,073,000 00 | 2,848,000 00 | \$225,000 00 | 112* | 25,428 57 |
| Total | \$4,787,375 00 | \$4,562,375 00 | \$225,000 00 | | |

The \$225,000 under the head of other properties was on account of steamboat line.

* Impossible to divide as between the rail and steamboat lines.

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERA-
TIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|---|-----------------------|-----------------------|-------------------------|-----------------------|-----------------------------|---------|
| | | | | | Miles. | Amount. |
| New York, Phila. and Norfolk R. R. Co..... | \$1,714,375 00 | \$3,073,000 00 | \$752,263 01 | \$5,539,638 01 | | |
| Grand total..... | \$1,714,375 00 | \$3,073,000 00 | \$752,263 01 | \$5,539,638 01 | | |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. Charged to income account as permanent improvements. Charged to construction or equipment. | | | |
| Construction: | | | | | |
| Other superstructure..... | | \$720 00 | | \$720 00 | |
| Buildings, furniture and fixtures..... | | 4,501 80 | | 4,501 80 | |
| Shop machinery and tools..... | | | \$458 57 | 458 57 | |
| Wharfing, etc..... | | | 23,031 88 | 23,031 88 | |
| Sidings and yard extensions..... | | 2,010 11 | 9,091 73 | 11,101 84 | |
| Terminal facilities and elevators..... | | | 209 66 | 209 66 | |
| Other items..... | | 600 00 | 4,498,716 48 | 4,499,316 48 | |
| Total construction..... | | 7,831 91 | 4,531,508 32 | 4,539,340 23 | |
| Equipment: | | | | | |
| Locomotives..... | | 9,726 14 | 65,796 27 | 75,522 41 | |
| Passenger cars..... | | 17,000 00 | 9,374 49 | 26,374 49 | |
| Freight cars..... | | 34,103 34 | 46,372 31 | 80,475 65 | |
| Other cars of all classes..... | | | 2,476 70 | 2,476 70 | |
| Floating equipment..... | | 175,277 67 | 240,678 41 | 415,956 08 | |
| Total equipment..... | | 236,107 15 | 364,608 18 | 600,806 33 | |
| Grand total cost construction, equipm't, etc..... | | \$243,939 06 | \$4,896,206 50 | \$5,140,146 56 | \$34,730 71 |

NOTE.—The cost per mile is based on the combined distance of the railroad and steamboat routes, it being impossible to show separately the cost of each.

INCOME ACCOUNT.

| | | |
|---|--------------|--------------|
| Gross earnings from operation..... | \$740,213 65 | |
| Less operating expenses..... | 619,881 53 | |
| Income from operation..... | | \$120,332 52 |
| Total income..... | | 120,332 52 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 124,380 00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 28,413 31 | |
| Interest on F. E. trust..... | 2,565 00 | |
| Interest on car trust..... | 6,156 93 | |
| Interest on locomotive trust..... | 1,634 22 | |
| Total deductions from income..... | | 163,149 46 |
| Deficit..... | | 42,816 94 |
| Deficit from operations of year ending June 30, 1890..... | | 42,816 94 |
| Deficit on June 30, 1889..... | | 303,531 30 |
| Deficit on June 30, 1890..... | | \$346,348 24 |

EARNINGS FROM OPERATION.

| ITEMS. | Actual earnings State of Virginia. | Deductions, Account of repayments, etc. | Actual earnings entire line. |
|--|------------------------------------|---|------------------------------|
| Passenger: | | | |
| Total passenger revenue..... | \$67,490 83 | | \$164,263 44 |
| Mail..... | 6,220 85 | | 23,446 29 |
| Express..... | 5,042 52 | | 12,012 76 |
| Total passenger earnings..... | 78,754 20 | | 199,722 49 |
| Freight: | | | |
| Total freight earnings..... | 197,962 19 | | 504,570 17 |
| Total passenger and freight earnings..... | 276,716 39 | | 704,292 66 |
| Other earnings from operation: | | | |
| Passenger incidentals..... | 162 14 | | 13,285 80 |
| Freight incidentals..... | | | 20,636 85 |
| Rents..... | | | 1,988 34 |
| Total other earnings..... | 162 14 | | 35,920 99 |
| Total gross earnings from operation—Virginia.. | 276,878 53 | | |
| Total gross earnings from operation—entire line..... | | | \$740,213 65 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|--|--------------------------------------|--------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$28,064 51 | \$56,244 27 | \$84,308 78 |
| Renewals of rails..... | 19 29 | 38 61 | 57 90 |
| Renewals of ties..... | 22,641 36 | 45,248 85 | 67,890 21 |
| Repairs of bridges and culverts..... | 1,668 49 | 3,337 61 | 5,006 10 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 153 93 | 307 92 | 461 85 |
| Repairs of buildings..... | 1,700 66 | 5,420 56 | 7,121 22 |
| Repairs of docks and wharves..... | 1,280 47 | 3,937 37 | 5,217 84 |
| Other expenses..... | 2,782 76 | 5,564 33 | 8,347 09 |
| Total..... | 58,371 47 | 120,099 62 | 178,470 99 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 6,765 61 | 10,948 12 | 17,713 73 |
| Repairs and renewals of passenger cars..... | 4,229 97 | | 4,229 97 |
| Repairs and renewals of freight cars..... | | 21,604 46 | 21,604 46 |
| Repairs and renewals of ferry-boats, tugs, floats, and barges..... | 7,988 52 | 12,448 76 | 20,437 28 |
| Shop machinery, tools, etc..... | 790 66 | 1,584 54 | 2,375 20 |
| Other expenses..... | 59 97 | 120 09 | 180 06 |
| Total..... | 19,834 73 | 45,705 97 | 65,540 70 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen, Fuel for locomotives..... | 7,114 01 | 14,265 83 | 21,379 84 |
| Repairs and renewals of passenger cars..... | 14,806 08 | 26,426 24 | 41,232 32 |
| All other supplies for locomotives..... | 1,333 19 | 1,891 85 | 3,225 04 |
| Wages of other trainmen..... | 7,352 82 | 22,895 70 | 30,248 52 |
| All other train supplies..... | 1,833 57 | 3,517 82 | 5,351 39 |
| Wages of switchmen, flagmen and watchmen..... | 2,349 32 | 7,208 31 | 9,557 63 |
| Expense of telegraph, including train dispatchers and operators..... | 4,328 17 | 9,016 87 | 13,345 04 |
| Wages of station agents, clerks and laborers..... | 9,196 04 | 64,912 56 | 74,108 60 |
| Car mileage—balance..... | 160 14 | 3,615 58 | 3,449 44 |
| Loss and damage..... | 291 79 | 5,773 08 | 6,064 87 |
| Barges, floats, tugs, ferry-boats, expenses of includ- ing wages, fuel, and supplies..... | 37,295 38 | 50,335 42 | 87,630 80 |
| Other expenses..... | 6,292 01 | 14,321 80 | 20,613 61 |
| Total..... | 92,358 52 | 216,949 70 | 309,308 22 |
| General expenses: | | | |
| Salaries of officers..... | 3,733 27 | 7,466 73 | 11,200 00 |
| Salaries of clerks..... | 3,950 34 | 7,900 72 | 11,851 06 |
| General office expenses and supplies..... | 715 72 | 1,431 41 | 2,147 13 |
| Advertising..... | 626 27 | 63 78 | 690 05 |
| Insurance..... | 6,036 27 | 8,247 23 | 14,283 50 |
| Rentals not otherwise provided for..... | 5,051 14 | 10,113 66 | 15,164 80 |
| Legal expenses..... | 284 34 | 568 72 | 853 06 |
| Stationery and printing..... | 2,719 12 | 6,652 50 | 9,371 62 |
| Total..... | 23,116 47 | 42,444 75 | 65,561 22 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 58,371 47 | 120,099 62 | 178,470 99 |
| Maintenance of equipment..... | 19,834 73 | 45,705 97 | 65,540 70 |
| Conducting transportation..... | 92,358 52 | 216,949 70 | 309,308 22 |
| General expenses..... | 23,116 47 | 42,444 75 | 65,561 22 |
| Grand total..... | \$193,681 19 | \$426,199 94 | \$619,881 13 |
| Percentage of earnings to expenses—Entire line..... | | | 83.74 |

NOTE.—It is impossible to divide the operating expenses as between the States of Maryland and Virginia.

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------|------------------------------|----------------|----------------------------|--------------|
| Item. | Total. | Assets. | Item. | Total. | Decrease. |
| \$4,531,508 32 | | Cost of road..... | \$4,539,340 23 | | \$7,831 91 |
| 364,698 18 | | Cost of equipment..... | 600,805 33 | | 236,107 15 |
| 28,847 60 | | Lands owned—real estate..... | 28,847 60 | | |
| | | Other assets: | | | |
| 23,136 71 | | Materials and supplies..... | 24,296 61 | | 1,159 90 |
| 303,531 30 | | Profit and loss..... | 346,348 24 | | 42,816 94 |
| \$5,251,722 11 | | Grand total..... | \$5,539,638 01 | | \$287,915 90 |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------|--------------------------|----------------|----------------------------|--------------|
| Item. | Total. | LIABILITIES. | Item. | Total. | Decrease. |
| \$1,714,375 00 | | Capital stock..... | \$1,714,375 00 | | |
| 3,073,000 00 | | Funded debt..... | 3,073,000 00 | | |
| 464,347 11 | | Current liabilities..... | 762,263 01 | | \$287,915 90 |
| \$5,251,722 11 | | Grand total..... | \$5,539,638 01 | | \$287,915 90 |

CONTRACTS, AGREEMENTS, ETC.

Express business conducted by the Adams Express company. No contract.

Mails—Covered by mail routes as follows: Route No. 10,015, King's Creek to Cape Charles; Route No. 41,000, Cape Charles to Norfolk.

Sleeping cars run by Pullman Palace Car Company. No live contract.

Freight or transportation lines—East Carolina Despatch. Composed of Penna. R. R., N. Y., P. & N. R. R., N. & R. R., Wilmington Steamboat company, and A. & N. C. R. R. Copy of contract filed with commission. Atlantic Coast Despatch and Seaboard Despatch. These lines operate over N. Y., P. & N. R. R., but N. Y., P. & N. R. R. is not a party to contract.

Pennsylvania railroad company. Copy of agreement filed with commission.

No live contract. Telegraph line—King's Creek to Cape Charles, operated by E. H. Johnson; Cape Charles to Cape Charles Light, by N. Y., P. & N. R. R.; Cape Charles Light to Norfolk, by U. S. Government.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What security mortgaged. |
|------------------------------|----------------------|-------------------|--------------------------------------|---|------------------------|--------------------------|
| | From— | To— | | | | |
| First mortgage bonds | Delmar, Md. | Cape Charles, Va. | 95 | All railroad and equipment. | None. | None. |
| First mortgage bonds | King's Creek, Md. | Crisfield, Md. | 17 | | | |
| Income mortgage bonds | King's Creek, Md. | Crisfield, Md. | 112 | All railroad and equipment floating equipment of the company. | None. | None. |
| Bottomry mortgage bonds | | | 112 | | | |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|----------|----------------------------|-----------------------------|
| General officers..... | 6 | \$11,200 00 | \$5 11 |
| General office clerks..... | 29 | 18,548 20 | 1 75 |
| Station agents..... | 42 7-12 | 20,255 09 | 1 30 |
| Other station men..... | 103 7-10 | 54,526 41 | 1 44 |
| Enginemen..... | 11 6-10 | 14,316 36 | 3 38 |
| Firemen..... | 10 7-10 | 7,639 75 | 1 96 |
| Conductors..... | 9 3-10 | 11,379 92 | 3 35 |
| Other trainmen..... | 29 | 19,108 80 | 1 81 |
| Machinists..... | 5 6-10 | 4,858 64 | 2 24 |
| Carpenters..... | 8 8-10 | 6,451 00 | 2 01 |
| Other shopmen..... | 30 5-10 | 15,584 95 | 1 40 |
| Section foremen..... | 21 2-12 | 11,831 97 | 1 53 |
| Other trackmen..... | 143 4-10 | 52,347 60 | 1 00 |
| Switchmen, flagmen, and watchmen..... | 4 | 1,424 53 | 98 |
| Telegraph operators and dispatchers..... | 14 3-12 | 9,252 07 | 1 77 |
| Employees—account floating equipment..... | 78 7-10 | 34,676 17 | 1 21 |
| All other employees and laborers..... | 10 | 5,588 96 | 1 53 |
| Total (including "general officers")..... | 558 3-10 | 298,990 42 | 1 47 |
| Less "general officers"..... | 6 | 11,200 00 | 5 11 |
| Total (excluding "general officers")..... | 552 3-10 | 287,790 42 | 1 43 |
| Distribution of above: | | | |
| General administration..... | 35 | 29,748 20 | 2 33 |
| Maintenance of way and structures..... | 164 9-15 | 64,179 57 | 1 08 |
| Maintenance of equipment..... | 44 9-10 | 26,894 59 | 1 64 |
| Conducting transportation..... | 313 5-6 | 178,168 06 | 1 56 |
| Total (including "general officers").—..... | 558 3-10 | 298,990 42 | 1 47 |
| Less "general officers"..... | 6 | 11,200 00 | 5 11 |
| Total (incl'g "general officers")—entire line.. | 552 3-10 | 287,790 42 | 1 43 |

NOTE.—It is impossible to divide the above figures as between the States of Maryland and Virginia.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 165,820 | |
| Number of passengers carried one mile..... | 7,098,605 | |
| Average distance carried..... | 42.807 | |
| Total passenger revenue..... | | \$164,263 44 |
| Average amount received from each passenger..... | | 98.058 |
| Average receipts per passenger per mile..... | | 2.314 |
| Estimated cost of carrying each passenger one mile..... | | 2.800 |
| Passenger earnings per mile of road..... | | 1,109 88.811 |
| Passenger earnings per train mile..... | | 1 05.283 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 475,980 | |
| Number of tons carried one mile..... | 49,120,280 | |
| Average distance haul of one ton..... | 103.198 | |
| Total freight revenue..... | | 504,370 17 |
| Average amount received for each ton of freight..... | | 1 06.007 |
| Average receipts per ton per mile..... | | 1.027 |
| Estimated cost of carrying one ton one mile..... | | .868 |
| Freight earnings per mile of road..... | | 3,409 25.790 |
| Freight earnings per train-mile..... | | 1 66.824 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 668,833 61 |
| Passenger and freight revenue per mile of road..... | | 4,519 14.601 |
| Passenger and freight earnings..... | | 704,292 66 |
| Passenger and freight earnings per mile of road..... | | 4,758 73.419 |
| Gross earnings from operation..... | | 740,213 65 |
| Gross earnings from operation per mile of road..... | | 5,001 44.358 |
| Expenses..... | | 619,881 13 |
| Expenses per mile of road..... | | 4,188 38.601 |
| Train mileage: | | |
| Miles run by passenger trains..... | 180,700 | |
| Miles run by freight trains..... | 243,501 | |
| Total mileage trains earning revenue..... | 433,201 | |
| Miles run by switching trains..... | 30,000 | |
| Miles run by construction and other trains..... | 13,552 | |
| Grand total train mileage..... | 476,753 | |
| Mileage of loaded freight cars—north or east..... | 2,749,084 | |
| Mileage of loaded freight cars—south or west..... | 1,957,707 | |
| Mileage of empty freight cars—north or east..... | 310,371 | |
| Mileage of empty freight cars—south or west..... | 1,044,422 | |
| Average number of freight cars in train..... | 24.893 | |
| Average number of loaded cars in train..... | 19.329 | |
| Average number of empty cars in train..... | 5.564 | |
| Average number of tons of freight in train..... | 152,655 | |
| Average number of tons of freight in each loaded car..... | 7.998 | |

NOTE.—The operations of steamboats, tugs, and barges being included in above figures, the amounts shown as earnings per train mile are, of course, proportionately affected.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF VIRGINIA.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|--|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 87,854 | |
| Number of passengers carried one mile..... | 3,036,760 | |
| Average distance carried..... | 34.564 | |
| Total passenger revenue..... | | \$47,490 83 |
| Average amount received from each passenger..... | | 76.824 |
| Average receipts per passenger per mile..... | | 02.222 |
| Passenger earnings per mile of road..... | | 1,143 91.237 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 400,812 | |
| Number of tons carried one mile..... | 21,988,525 | |
| Average distance haul of one ton..... | 54.860 | |
| Total freight revenue..... | | 197,962 19 |
| Average amount received for each ton of freight..... | | 49.390 |
| Average receipts per ton per mile..... | | 00.900 |
| Freight earnings per mile of road..... | | 3,355 29.136 |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 1,789 | 3,211 | 5,000 | 1.05 |
| Flour..... | 891 | 11,755 | 12,646 | 2.66 |
| Other mill products..... | 466 | 2,113 | 2,579 | .54 |
| Hay..... | 201 | 2,144 | 2,345 | .49 |
| Tobacco..... | 63 | 3,412 | 3,475 | .73 |
| Cotton..... | 3,485 | 1,397 | 4,882 | 1.03 |
| Fruit and vegetables..... | 65,884 | 8,441 | 74,325 | 15.61 |
| Products of animals: | | | | |
| Live stock..... | 904 | 813 | 1,717 | .36 |
| Dressed meats..... | 40 | 302 | 342 | .07 |
| Other packing-house products..... | 116 | 2,384 | 2,500 | .53 |
| Poultry, game, and fish..... | 16,351 | 4,445 | 20,796 | 4.37 |
| Wool..... | 22 | 183 | 205 | .04 |
| Hides and leather..... | 48 | 536 | 584 | .12 |
| Products of mines: | | | | |
| Anthracite coal..... | 82 | 4,920 | 5,002 | 1.05 |
| Bituminous coal..... | 26 | | 26 | |
| Coke..... | | 30 | 30 | |
| Ores..... | | 280 | 280 | .06 |
| Stone, sand, and other like articles..... | 149 | 835 | 984 | .21 |
| Products of forest: | | | | |
| Lumber..... | 68,650 | 143,764 | 212,414 | 44.63 |
| Manufactures: | | | | |
| Petroleum and other oils..... | 461 | 6,375 | 6,836 | 1.44 |
| Sugar..... | 54 | 23,728 | 23,782 | 5.00 |
| Naval stores..... | 1 | 5 | 6 | |
| Iron, pig and bloom..... | 193 | 10,130 | 10,323 | 2.17 |
| Iron and steel rails..... | 74 | 8,404 | 8,476 | 1.78 |
| Other castings and machinery..... | 474 | 7,814 | 8,288 | 1.74 |
| Bar and sheet metal..... | 54 | 1,935 | 2,009 | .42 |
| Cement, brick, and lime..... | 1,421 | 2,651 | 4,072 | .86 |
| Agricultural implements..... | 53 | 729 | 782 | .16 |
| Wagons, carriages, tools, etc..... | 104 | 1,019 | 1,123 | .24 |
| Wines, liquors, and beers..... | 242 | 4,231 | 4,473 | .94 |
| Household goods and furniture..... | 410 | 1,464 | 1,874 | .39 |
| Merchandise..... | 2,848 | 29,599 | 32,447 | 6.82 |
| Miscellaneous—other commodities not mentioned above..... | 5,319 | 16,038 | 21,357 | 4.49 |
| Total tonnage—entire line..... | 170,873 | 305,107 | 475,980 | 100.00 |

NOTE.—It is impossible to divide the above figures as between the states of Maryland and Virginia.

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|---------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 9 | 9 | Westing-house. | 9 | Janney. |
| Freight..... | | 2 | 2 | " | 2 | " |
| Switching..... | | | | | | |
| Total..... | | 11 | 11 | | 11 | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 5 | 5 | Westing-house. | 5 | Janney. |
| Second-class passenger cars..... | | 3 | 3 | " | 3 | " |
| Combination passenger cars..... | | 1 | 1 | " | 1 | " |
| Baggage, express, and postal cars..... | | 2 | 2 | " | 2 | " |
| Total..... | | 11 | 11 | | 11 | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 152 | 152 | Westing-house. | 152 | Janney. |
| Flat cars..... | | 2 | | | | |
| Total..... | | 154 | 152 | | 152 | |
| Cars in company's service: | | | | | | |
| Caboone cars..... | 2 | 6 | | | | |
| Other road cars..... | | 1 | | | | |
| Total..... | 2 | 7 | | | | |
| Cars leased..... | 300 | 440 | 440 | Westing-house. | 440 | Janney. |
| Grand total..... | | 612 | | | | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | 94.46 | 17.00 | | | 111.46 | | | 111.46 |
| Miles of yard track, sidings, and spurs..... | 12.70 | 1.96 | 1.25 | | 15.91 | | 9.95 | 5.96 |
| Total mileage oper'd (all tracks)..... | 107.16 | 18.96 | 1.25 | | 127.37 | | 9.95 | 117.42 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Maryland | 35.69 | 17.00 | ..... | 52.69 | ..... | ..... | 52.69 |
| Virginia | 58.77 | ..... | ..... | 58.77 | ..... | ..... | 58.77 |
| Total mileage operated (single track)..... | 94.46 | 17.00 | ..... | 111.46 | ..... | ..... | 111.46 |

Mileage Owned by Road Making this Report.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Maryland | 35.69 | 17.00 | ..... | 52.69 | ..... | ..... | 52.69 |
| Virginia | 58.77 | ..... | ..... | 58.77 | ..... | ..... | 58.77 |
| Total mileage owned (single track)..... | 94.46 | 17.00 | ..... | 111.46 | ..... | ..... | 111.46 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|-------|------------------|--|
| Total steel..... | 32¾ | 60 lbs. | 30.78 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------|---------|--------------------------------------|
| White oak..... | 117,703 | 42.6 |
| Total | 117,703 | 42.6 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed, Tons. | Miles run. | Average pounds consumed per mile. |
|--|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 5,013.160 | ..... | ..... | 5,013.160 | 192,439 | 82.1 |
| Freight | | 9,501.710 | ..... | ..... | 9,501.710 | 243,501 | 78.0 |
| Switching | | 1,079.800 | ..... | ..... | 1,079.800 | 36,000 | 60.0 |
| Total..... | | 15,593.1670 | ..... | ..... | 15,593.1670 | 471,940 | 66.1 |
| Average cost at distributing point | | | | | | | \$3.00 |

NOTE.—It is impossible to divide the above figures as between the States of Maryland and Virginia.

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|------------|----------|--|----------|-----------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EM- PLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | 7 | | | | | | 7 |
| Falling from trains and engines..... | | 1 | | | | | | 1 |
| Other train accidents..... | | 4 | | | | | | 4 |
| Other causes..... | | | | | | 6 | | 6 |
| Total..... | | 12 | | | | 6 | | 18 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|-------------------|-------------|----------|--------------|----------|-----------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASS- ING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other causes..... | | | | 1 | | | | 1 |
| Total..... | | | | 1 | | | | 1 |

EXPLANATORY REMARKS.

July 4th, 1889, Alfred Ball, colored, trespasser, while lying on track about two miles south of Eastville, was struck by wreck train going north, engine 10; taken to Eastville and physician called, who said his skull was fractured. His wounds were dressed and he was taken home. Said to have been drunk.

August 26th, 1889, Peter Harmon, employee—blacksmith's helper—had two fingers mashed by piece of iron falling on his hand while at work in shop.

November 15, 1889, H. F. Dipper, employee—blacksmith—while working a piece of iron in shop at Cape Charles, was struck on hand by hammer in hands of his helper and hand slightly hurt.

December 19th, 1889, Edward Warner, employee—blacksmith—had finger of right hand injured by being hit on hand by hammer in hands of his helper. Hand dressed by his physician.

January 4th, 1890, P. B. Robinson, employee—machinist—while helping to jack up engine at shop had a bar of iron fall on one of his feet and had it bruised.

February 22d, 1890, Edward Moore, employee in shop, while grinding tools at shop, had his forefinger on right hand caught in grindstone and crushed. Dressed by his physician.

April 10th, 1890, John Neilass, Jr., employee in shop, while grinding tools, had his hand caught in the grindstone and badly mashed. Hand dressed by his physician.

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|--------------------------------|-----------------------|--------|-------------------|--|------------------------------------|---------------------------------|-------------------|--------------------------|---|--------------------|---------------------------|--|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Delmar, Del..... | Cape Charles, Va..... | 95 | 14 | 2.60 | 92.50 | ..... | ..... | ..... | ..... | ..... | 52 | ..... |
| Kings Creek, Md..... | Crisfield, Md..... | 17 | 4 | 1.20 | 15.80 | ..... | ..... | 94 | ..... | ..... | ..... | ..... |
| | Total..... | 112 | 18 | 3.70 | 108.30 | ..... | ..... | 94 | ..... | ..... | 52 | ..... |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|----------------------|----------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Wooden..... | 41 | | | | | | | | |
| Total..... | 41 | | | | | | | | |
| Trestles..... | 2 | | | | | 175 | | | |

Gauge of track—four feet, eight and one-half inches; 112 miles.

TELEGRAPH.

Owned by company making this report.

| MILES OF LINE. | MILES OF WIRE. | OPERATED BY THIS COMPANY. | |
|----------------|----------------|---------------------------|----------------|
| | | MILES OF LINE. | MILES OF WIRE. |
| 13 | 13 | 13 | 13 |

Owned by another company, but located on property of this road.

| MILES OF LINE. | MILES OF WIRE. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|----------------|--------------------|-----------------------------|
| 59 | 118 | E. H. Johnson..... | Western Union Telegraph Co. |

OATH.

STATE OF PENNSYLVANIA, }
COUNTY OF PHILADELPHIA, } ss.:

We, the undersigned, Wm. A. Patton, vice-president, and Wm. Cariss, Jr., secretary and auditor of the New York, Philadelphia and Norfolk railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WM. A. PATTON,
Vice-President.

WM. CARISS, JR.,
Secretary and Auditor.

Subscribed and sworn to before me this 29th day of December, 1890.

AL. P. BURCHELL,
Notary Public.

SEABOARD AND ROANOKE RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Seaboard and Roanoke railroad company.

Date of organization—July 5th, 1847.

Organized under the laws of the state of Virginia. Acts passed March 10th, 1847, and November, 1852.

United with the Roanoke railroad company under act passed February 1st, 1848, by Virginia Assembly and January 29th, 1849, by North Carolina. Act to incorporate the Roanoke railroad company ratified January 15th, 1847.

Original corporation and laws under which it was organized—Portsmouth and Roanoke railroad company; act of Virginia March 8th, 1852.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|----------------------|-----------------------|-----------------------------|
| Basil B. Gordon..... | Rappahannock, Va..... | October 7th, 1890. |
| R. C. Hoffman..... | Baltimore, Md..... | |
| Louis McLane..... | Baltimore, Md..... | |
| Enoch Pratt..... | Baltimore, Md..... | |
| M. Robinson, Jr..... | Paoli, Pa..... | |
| R. S. Tucker..... | Raleigh, N. C..... | |

Total number of stockholders at date of last election—191.

Date of last meeting of stockholders for election of directors—October 8th, 1889.

Postoffice address of general office—Portsmouth, Va.

Postoffice address of operating office—Portsmouth, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------------|--------------------------|---------------------|
| Chairman of the Board..... | John M. Robinson..... | Baltimore, Md. |
| President | John M. Robinson..... | Baltimore, Md. |
| First Vice-President, | R. C. Hoffman..... | Baltimore, Md. |
| Secretary and Treasurer..... | Wm. W. Chamberlain | Portsmouth, Va. |
| Attorney, or General Counsel | L. R. Watts..... | Portsmouth, Va. |
| Auditor..... | J. A. Walton..... | Portsmouth, Va. |
| General Manager..... | Jno. C. Winder..... | Raleigh, N. C. |
| General Superintendent..... | L. T. Myers | Portsmouth, Va. |
| Division Superintendent..... | Jno. H. Winder | Portsmouth, Va. |
| General Freight Agent..... | F. W. Clark..... | Portsmouth, Va. |
| General Passenger Agent | | |
| General Baggage Agent | J. H. Hill..... | Richmond, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|-----------------------------------|--|--|------------------------------------|--|
| | From— | To— | | |
| Seaboard & Roanoke railroad..... | Portsmouth, Va..... | Weldon, N. C | 78.6 | |
| Seaboard & Roanoke railroad..... | Boykins, Va..... | State line Virginia and North Carolina.. | 2.7 | 81.3 |
| Roanoke & Tar River railroad..... | State line Virginia and North Carolina.. | Lewiston, N. C..... | 32.3 | 32.3 |
| | Total | | | 113.6 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------|-------------------|----------------------|-----------------------------|-------------------------------------|---------------------------------|--------------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common.... | 10,587 | \$100 00 | \$1,500,000 00 | \$1,058,700 00 | 10 | \$105,870 00 |
| Preferred.... | 2,000 | 100 00 | 200,000 00 | 200,000 00 | 10 | 20,000 00 |
| 2d Pref'd.. | 442 | 100 00 | 90,000 00 | 44,200 00 | 10 | 4,420 00 |
| Total..... | 13,029 | | \$1,790,000 00 | \$1,302,900 00 | | \$130,290 00 |

| Manner of payment for capital stock. | Number of shares issued during year. | Cash real'd on amt't issued during year. | Total number of shares. | Total cash realized. | Remarks. |
|--------------------------------------|--------------------------------------|--|-------------------------|----------------------|---------------------------------------|
| Issued for cash—Common..... | | | 4,440 | \$431,500 | Entered on the books as subscription. |
| Issued for bonds—Common..... | | | 6,147 | 606,450 | Issued in settlement of bonds. |
| Prefer'd..... | | | 2,442 | 244,200 | Issued in settlement of bonds. |
| Total | | | 13,029 | \$1,282,150 | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | INTEREST. | | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount matured during year. |
| First mortgage | 1886 | 1926 | \$2,500,000 | \$800,000 | \$800,000 | \$821,148 40 | 5 per cent. | Jan. & July. | \$33,520 83 | \$33,520 83 |
| Registered | 1886 | 1916 | 600,000 | 600,000 | 600,000 | 690,000 00 | 6 per cent. | Feb. & Aug. | 41,400 00 | 41,400 00 |
| Dividend obligations | 1872 | No date. | 200,000 | 85,500 | 85,500 | 85,500 00 | Cont'gt. | May & Nov. | 8,550 00 | 8,550 00 |
| Convertible loan | 1873 | 1883 | 55,412 | 55,412 | 104 | 55,412 00 | 7 per cent. | Past due. | ..... | ..... |
| Grand total | | | \$3,445,412 | \$1,480,912 | \$1,575,604 | \$1,682,060 40 | | | \$83,470 83 | \$83,470 83 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | INTEREST. | | |
|---------------------------|----------------|---------------------|-----------------------------|
| | Amount issued. | Amount outstanding. | Amount accrued during year. |
| Mortgage bonds | \$800,000 | \$800,000 | \$33,520 83 |
| Miscellaneous obligations | 830,912 | 775,604 | 49,950 00 |
| Total | \$1,630,912 | \$1,575,604 | \$83,470 83 |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE
FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|--------------|
| Cash | \$83,556 83 |
| Bills receivable..... | 225,489 86 |
| Net traffic balances due from other companies..... | 40,319 57 |
| Due from solvent companies and individuals..... | 102,992 72 |
| *Other cash assets..... | 12,836 42 |
| Total..... | \$465,195 40 |

CURRENT LIABILITIES ACCRUED TO AND
INCLUDING JUNE 30, 1890.

| | |
|---|--------------|
| Audited vouchers and accounts..... | \$3,702 28 |
| Wages and salaries..... | 13,983 69 |
| Net traffic balances due to other companies..... | 1,760 93 |
| Miscellaneous..... | 7,720 70 |
| Balance—cash assets..... | 438,027 80 |
| Total..... | \$465,195 40 |

* Materials and supplies on hand, \$17,158 53.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$1,302,900 | \$1,302,900 | | 81.3 | \$16,025 83 |
| Bonds..... | 1,575,604 | 1,575,604 | | 81.3 | 19,380 12 |
| Total..... | \$2,878,504 | \$2,878,504 | | 81.3 | \$35,405 95 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERA-
TIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|------------------------------------|-------------------|--------------|-------------------------|----------------|-----------------------------|-------------|
| | | | | | Miles. | Amount. |
| Roanoke and Tar River R. R..... | \$1,308,050 | \$1,835,604 | \$969 40 | \$3,144,623 40 | 113.6 | \$27,681 54 |
| Total..... | \$1,308,050 | \$1,835,604 | \$969 40 | \$3,144,623 40 | 113.6 | \$27,681 54 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction : | | | | | | |
| Right of way..... | | | \$6,000 00 | | | |
| Other real estate..... | | | 55,000 00 | | | |
| Buildings, furniture, and fixtures..... | | | 701 72 | | | |
| Sidings and yard ex- tensions..... | | | 4,332 89 | | | |
| Other items..... | | | 4,948 23 | | | |
| Total construc- tion..... | | | 70,982 84 | \$2,322,142 73 | \$2,393,125 57 | \$29,435 73 |
| Equipment : | | | | | | |
| Freight cars..... | | | 9,007 74 | 234,708 80 | 243,716 54 | |
| Total equipment..... | | | | | 243,716 54 | 2,998 34 |
| Grand total cost con- struction, equipm't, etc..... | | | | | \$2,636,842 11 | \$32,434 07 |

INCOME ACCOUNT.

| | | |
|--|--------------|----------------|
| Gross earnings from operation..... | \$692,644 27 | |
| Less operating expenses..... | 411,256 86 | |
| Income from operation..... | | \$281,387 41 |
| Interest on bonds owned..... | 42 00 | |
| Dividends on stocks owned..... | 68,518 00 | |
| Miscellaneous income—less expenses..... | 10,764 41 | |
| Income from other sources..... | | 79,324 41 |
| Total income..... | | 390,711 82 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 83,470 83 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 760 78 | |
| Rentals..... | 16,250 00 | |
| Taxes..... | 20,529 45 | |
| Other deductions..... | 4,545 96 | |
| Total deductions from income..... | | 125,557 02 |
| Net income..... | | 235,154 80 |
| Dividends, 10 per cent. Common stock..... | 105,870 00 | |
| Dividends, \$8 per share. Preferred stock..... | 24,420 00 | |
| Total..... | | 130,290 00 |
| Surplus from operations of year ending June 30, 1890..... | | 104,864 80 |
| Surplus on June 30, 1889..... | | 1,363,973 82 |
| Additions for year..... | | 104,864 80 |
| Surplus on June 30, 1890..... | | \$1,468,838 62 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$97,543 25 | | |
| Less repayments—Tickets redeemed..... | | \$79 97 | |
| Excess fares refunded..... | | 124 46 | |
| Other repayments..... | | 58 05 | |
| Total deductions..... | | 262 48 | |
| Total passenger revenue..... | | | \$97,280 77 |
| Mail..... | | | 8,257 67 |
| Express..... | | | 7,168 77 |
| Extra baggage and storage..... | | | 859 26 |
| Total passenger earnings..... | | | 113,556 47 |
| Freight: | | | |
| Freight revenue..... | \$569,506 15 | | |
| Less repayments—Overcharge to shippers..... | | 5,175 36 | |
| Total deductions..... | | 5,175 36 | |
| Total freight revenue..... | | | 564,330 79 |
| Total freight earnings..... | | | 564,330 79 |
| Total passenger and freight earnings..... | | | 677,887 26 |
| Other earnings from operation: | | | |
| Car mileage—balance..... | 282 40 | | |
| Telegraph companies..... | 865 84 | | |
| Rents from tracks, yards, and terminals..... | 11,024 83 | | |
| Other sources..... | 2,583 85 | | |
| Total other earnings..... | | | 14,757 01 |
| Total gross earnings from operation—entire line..... | | | \$692,644 27 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|--------------------|-------|------------------------------|
| Richmond, Fredericksburg and Potomac railroad company—dividend obligations..... | \$1,400 | | \$42 |
| Carolina Central railroad company—second mortgage income..... | 222,000 | | |
| Total..... | \$223,400 | | 42 |

Stand charged as \$557.

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|--|------------------|-------|------------------------------|
| Raleigh and Gaston railroad company..... | \$742,200 | 6 | \$44,532 |
| Georgia, Carolina and Northern railway company..... | 248,700 | | |
| Old Dominion steamship company..... | 187,600 | 6 | 11,256 |
| Baltimore S. P. company..... | 127,000 | 10 | 12,700 |
| Seaboard and Roanoke railroad company..... | 300 | 10 | 30 |
| Farmers and Merchants S. T. company..... | 1,750 | | |
| National compress company..... | 750 | | |
| Roanoke and Tar River R. R. Co., 10 per cent. paid..... | 500,000 | | |
| Carolina Central railroad company..... | 222,000 | | |
| Carolina Southern railroad company, 10 per cent. paid..... | 25,000 | | |
| Total..... | \$2,055,300 | | \$68,518 |

Stand charged as \$1,230,645 67.

RENTALS RECEIVED.

| DESIGNATION OF PROPERTY. | Situation of property leased. | Name of company using property leased. | Item. | Total. |
|--------------------------|-------------------------------|--|----------|-------------|
| Tracks..... | Gauge to Weldon..... | Petersburg R. R. Co..... | \$5,250 | |
| | Shops to Gosport..... | Atlantic and Danville..... | 1,125 | |
| Total..... | | | | \$6,375 |
| Terminals..... | Sundries..... | Various companies..... | 4,640 83 | 4,649 83 |
| | | Grand total..... | | \$11,024 83 |

MISCELLANEOUS INCOME.

| ITEMS. | Gross Income. | Less Expenses. | Net Miscellaneous income. |
|---|---------------|----------------|---------------------------|
| Rents from property outside of operation..... | \$3,119 09 | | \$3,119 09 |
| Interest on accounts and notes..... | 1,374 49 | | 1,374 49 |
| Premium on bonds sold..... | 6,270 83 | | 6,270 83 |
| Total..... | | | \$10,764 41 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|----------------------------------|--------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$19,091 67 | \$24,781 28 | \$44,472 95 |
| Renewals of rails..... | 173 21 | 214 30 | 387 51 |
| Renewals of ties..... | 5,335 28 | 6,600 49 | 11,935 77 |
| Repairs of bridges and culverts..... | 2,616 18 | 3,236 58 | 5,852 76 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 162 96 | 201 61 | 364 57 |
| Repairs of buildings..... | 2,604 88 | 4,050 64 | 6,715 52 |
| Repairs of docks and wharves..... | 156 68 | 10,279 06 | 10,435 74 |
| Repairs of telegraph..... | 26 54 | 124 78 | 151 32 |
| Total..... | 30,827 40 | 49,488 74 | 80,316 14 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 3,793 17 | 11,164 98 | 14,958 15 |
| Repairs and renewals of passenger cars..... | 5,335 44 | | 5,335 44 |
| Repairs and renewals of freight cars..... | | 25,482 63 | 25,482 63 |
| Repairs and renewals of ferry-boats, tugs, floats, and barges..... | | 2,493 67 | 2,493 67 |
| Shop machinery, tools, etc..... | 3,250 99 | 4,033 06 | 7,283 05 |
| Other expenses..... | 1,587 25 | 1,739 95 | 3,327 20 |
| Total..... | 13,975 83 | 44,914 29 | 58,890 14 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 7,333 77 | 22,596 41 | 29,930 18 |
| Fuel for locomotives..... | 7,042 16 | 14,666 77 | 21,708 93 |
| Water supply for locomotives..... | 1,615 53 | 1,998 03 | 3,614 16 |
| All other supplies for locomotives..... | 561 67 | 1,069 87 | 1,631 54 |
| Wages of other trainmen..... | 6,086 03 | 11,445 36 | 17,531 39 |
| All other train supplies..... | 1,477 02 | 1,558 12 | 3,035 14 |
| Wages of switchmen, flagmen, and watchmen..... | 2,771 39 | 6,822 17 | 9,593 56 |
| Expense of telegraph, including train dispatchers and operators..... | 2,573 77 | 3,264 10 | 5,837 87 |
| Wages of station agents, clerks, and laborers..... | 11,514 90 | 71,191 81 | 82,706 71 |
| Station supplies..... | 1,038 55 | 1,638 59 | 2,677 14 |
| Switching charges—balance..... | 10 00 | | 10 00 |
| Car mileage—balance..... | | 9,148 48 | 9,148 48 |
| Loss and damage..... | 2,095 59 | 2,515 17 | 4,610 76 |
| Injuries to persons..... | 367 74 | 590 26 | 958 00 |
| Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies..... | | 10,887 23 | 10,187 23 |
| Other expenses..... | 2,225 46 | 3,855 46 | 6,080 92 |
| Total..... | 46,713 58 | 162,548 43 | 209,262 01 |
| General expenses: | | | |
| Salaries of officers..... | 12,066 86 | 15,040 78 | 27,127 64 |
| Salaries of clerks..... | 2,063 13 | 2,552 39 | 4,615 52 |
| General office expenses and supplies..... | 783 04 | 968 88 | 1,751 92 |
| Agencies, including salaries and rent..... | 1,406 25 | 6,175 38 | 7,581 63 |
| Advertising..... | 883 07 | 139 48 | 1,022 55 |
| Insurance..... | 1,787 75 | 5,210 35 | 6,998 10 |
| Expenses of traffic associations..... | 151 63 | 431 24 | 582 87 |
| Rents for tracks, yards, and terminals..... | 2,192 51 | 2,712 45 | 4,904 96 |
| Rentals not otherwise provided for..... | 37 50 | | 37 50 |
| Legal expenses..... | 829 16 | 1,182 54 | 2,011 70 |
| Stationery and printing..... | 1,602 96 | 2,332 24 | 3,935 20 |
| Other general expenses..... | 191 99 | 2,026 99 | 2,218 98 |
| Total..... | 24,015 85 | 38,772 72 | 62,788 57 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 30,827 40 | 49,488 74 | 80,316 14 |
| Maintenance of equipment..... | 13,975 85 | 44,914 29 | 58,890 14 |
| Conducting transportation..... | 46,713 58 | 162,548 43 | 209,262 01 |
| General expenses..... | 24,015 85 | 38,772 72 | 62,788 57 |
| Grand total..... | \$115,532 68 | \$295,724 18 | \$411,256 86 |
| Percentage of expenses to earnings—entire line..... | | | 69.3 |

RENTALS PAID.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|----------------------------|-------------------------------------|--------------------------------------|----------|----------|
| Roanoke and Tar River..... | | | \$16,250 | \$16,250 |
| Total rentals..... | | | | \$16,250 |

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|-----------------------------|----------------------------------|--|------------|-------------|
| Tracks—streets: | | | | |
| London street..... | Portsmouth, Va..... | City of Portsmouth..... | \$2,500 00 | |
| North street..... | Portsmouth, Va..... | City of Portsmouth..... | 100 00 | |
| Total..... | | | | \$2,600 00 |
| Terminals: | | | | |
| Warehouse..... | Norfolk..... | Baltimore S. P. company.. | 2,000 00 | |
| Office..... | Weldon..... | Atlantic Coast line..... | 150 00 | |
| Offices..... | Various places..... | Sundries..... | 154 96 | |
| Total..... | | | | 2,304 96 |
| | | Total rentals..... | | 4,904 96 |
| | | Grand total rentals paid..... | | \$21,154 96 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|--------------------------------------|--------|----------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| ASSETS. | | | | | |
| Cost of road..... | | \$2,393,125 57 | | | |
| Cost of equipment..... | | 243,716 54 | | | |
| Bonds of other companies owned..... | | 557 00 | | | |
| Stocks of other companies owned..... | | 1,230,945 87 | | | |
| Other permanent investments..... | | 24,111 51 | | | |
| Cash and current assets..... | | 438,027 80 | | | |
| Other assets: | | | | | |
| Materials and supplies..... | | 17,138 53 | | | |
| Grand total..... | | | \$4,347,342 62 | | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------------|--------|----------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| LIABILITIES. | | | | | |
| Capital stock..... | | \$1,302,900 00 | | | |
| Funded debt..... | | 1,575,694 00 | | | |
| Profit and loss..... | | 1,468,838 62 | | | |
| Grand total..... | | | \$4,347,342 62 | | |

CONTRACTS, AGREEMENTS, ETC.

An arrangement with the Southern Express company, under which this company receives 40 per cent. of the gross earnings.
 United States post-office department pays for transportation of the mails according to the law providing for payment by weight.

Contract with Atlantic Coast Line, Piedmont Air Line and Seaboard Air Line constituting the Associated Railways of Virginia and the Carolinas for the maintenance of rates. Agreements with the Norfolk & Western and Norfolk Southern railroad companies for maintaining rates to competitive points; also agreement with Petersburg railroad company for joint use of Weldon bridge.

Agreements with Merchants and Miners, Old Dominion steamship, Clyde Line, Baltimore Steam Packet company and Washington steamboat lines for interchange of traffic. This company is also a member of the Southern Railway and Steamship association.

Contract with the Western Union Telegraph company under which that company maintains its line upon the right of way of this company.

Sundry important contracts for the use of patented articles and for the mutual convenience of the parties.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|------------------------------|----------------------|--------------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| First mortgage bonds | Portsmouth, Va.... | Weldon, N. C. | 81.3 | \$32,520 | All. | All. | All. |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| General officers..... | 9 | \$27,127 64 | \$9 63 |
| General office clerks..... | 17 | 10,298 57 | 1 93 |
| Station agents..... | 25 | 12,922 39 | 1 65 |
| Other station men..... | 31 | 16,298 70 | 1 67 |
| Enginemen..... | 18 | 20,540 57 | 3 64 |
| Firemen..... | 19 | 7,226 13 | 1 21 |
| Conductors..... | 10 | 7,855 41 | 2 51 |
| Other trainmen..... | 28 | 9,932 92 | 1 13 |
| Machinists..... | 7 | 5,421 20 | 2 47 |
| Carpenters..... | 31 | 18,517 43 | 1 90 |
| Other shopmen..... | 56 | 29,143 88 | 1 66 |
| Section foremen..... | 17 | 9,250 00 | 1 74 |
| Other trackmen..... | 125 | 27,631 47 | *70 |
| Switchmen, flagmen, and watchmen..... | 27 | 9,800 93 | 15 |
| Telegraph operators and dispatchers..... | 13 | 6,722 02 | 1 65 |
| Employees—account floating equipment..... | 29 | 8,242 36 | 91 |
| All other employees and laborers..... | 172 | 53,545 95 | 99 |
| Total (including "general officers")..... | 634 | 280,477 57 | |
| Less "general officers"..... | 9 | 27,127 64 | |
| Total (excluding "general officers")..... | 625 | 253,349 93 | |
| Distribution of above: | | | |
| General administration..... | 13 | 29,952 64 | |
| Maintenance of way and structures..... | 160 | 41,022 25 | |
| Maintenance of equipment..... | 131 | 64,161 99 | |
| Conducting transportation..... | 340 | 145,340 99 | |
| Total (including "general officers")..... | 634 | 280,477 57 | |
| Less "general officers"..... | 9 | 27,127 64 | |
| Total (excluding "general officers")..... | 625 | 253,349 93 | |
| Total (including "general officers")—entire line.. | 634 | \$280,477 57 | |

* And rations.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 105,978 | |
| Number of passengers carried one mile..... | 3,612,394 | |
| Average distance carried..... | 33 6-10 | |
| Total passenger revenue..... | | \$97,280 77 |
| Average amount received from each passenger..... | | 88.49 |
| Average receipts per passenger per mile..... | | 02.22 |
| Estimated cost of carrying each passenger one mile..... | | 03.19 |
| Passenger earnings per mile of road..... | | 856 34 |
| Passenger earnings per train-mile..... | | 63.49 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 450,677 | |
| Number of tons carried one mile..... | 28,471,340 | |
| Average distance haul of one ton..... | 63.19 | |
| Total freight revenue..... | | 564,330 79 |
| Average amount received for each ton of freight..... | | 1 25 |
| Average receipts per ton per mile..... | | 01.98 |
| Estimated cost of carrying one ton one mile..... | | 01.04 |
| Freight earnings per mile of road..... | | 4,950 27 |
| Freight earnings per train-mile..... | | 2 65 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 667,049 40 |
| Passenger and freight earnings..... | | 668,616 25 |
| Passenger and freight earnings per mile of road..... | | 5,865 05 |
| Gross earnings from operation..... | | 692,644 27 |
| Gross earnings from operation per mile of road..... | | 6,129 59 |
| Expenses..... | | 411,256 86 |
| Expenses per mile of road..... | | 3,639 43 |
| Train mileage: | | |
| Miles run by passenger trains..... | 153,215 | |
| Miles run by freight trains..... | 166,690 | |
| Miles run by mixed trains..... | 52,303 | |
| Total mileage trains earning revenue..... | 372,208 | |
| Miles run by switching trains..... | 114,494 | |
| Miles run by construction and other trains..... | 12,880 | |
| Grand total train mileage..... | 499,682 | |
| Mileage of loaded freight cars—north or east..... | 2,206,636 | |
| Mileage of loaded freight cars—south or west..... | 1,544,358 | |
| Mileage of empty freight cars—north or east..... | 281,143 | |
| Mileage of empty freight cars—south or west..... | 967,998 | |
| Average number of freight cars in train..... | 27.7 | |
| Average number of loaded cars in train..... | 19.4 | |
| Average number of empty cars in train..... | 8.3 | |
| Average number of tons of freight in train..... | 161.32 | |
| Average number of tons of freight in each loaded car..... | 7.8 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight origina- ting on this road. Whole tons. | Freight received from connect- ing roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|---|--|--|---------------------------|---------------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 6,454 | 376 | 6,830 | 1.51 |
| Flour..... | 4,120 | 6,325 | 10,454 | 2.31 |
| Hay..... | 3,596 | 264 | 3,860 | .38 |
| Cotton..... | 1,691 | 34,595 | 36,286 | 8.08 |
| Fruit and vegetables..... | 2,049 | 6,167 | 3,884 | .89 |
| Products of animals: | | | | |
| Other packing-house products..... | 2,328 | 1,265 | 3,593 | .80 |
| Products of mines: | | | | |
| Anthracite coal..... | 3,852 | | 3,852 | .89 |
| Salt..... | 1,632 | 60 | 1,712 | .36 |
| Products of forest: | | | | |
| Lumber..... | 135,533 | 38,673 | 174,206 | 38.63 |
| Staves..... | 5,183 | 5,786 | 10,969 | 2.40 |
| Shingles..... | 2,931 | 367 | 3,298 | .71 |
| Manufactures: | | | | |
| Petroleum and other oils..... | 353 | 1,387 | 1,740 | .36 |
| Iron and steel rails..... | 6,782 | 1,311 | 8,093 | 1.78 |
| Cement, brick and lime..... | 825 | 33 | 858 | .17 |
| Wines, liquors, and beers..... | 112 | 1,060 | 1,172 | .26 |
| Miscellaneous—other commodities not mentioned above..... | 22,362 | 41,507 | 63,874 | 14.12 |
| | 31,083 | 73,402 | 104,585 | 23.27 |
| Total tonnage—entire line..... | 233,278 | 217,299 | 450,577 | 100.00 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|---------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 4 | 4 | Westing-house. | | |
| Freight..... | | 11 | 5 | " | | |
| Switching..... | | 14 | 1 | Boyden. | | |
| Total..... | | 19 | 10 | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 5 | 5 | Westing-house. | 5 | |
| Second-class passenger cars..... | | 4 | 4 | " | 4 | Janney. |
| Combination passenger cars..... | | 7 | 5 | " | | |
| Parlor cars..... | | 1 | 1 | " | 1 | " |
| Sleeping cars..... | | 1 | 1 | " | 1 | " |
| Baggage, express, and postal cars..... | | 3 | 3 | " | 3 | " |
| Total..... | | 21 | 19 | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 250 | 5 | Westing-house. | 5 | Janney. |
| Flat cars..... | 25 | 218 | | | | |
| Total..... | 25 | 468 | | | | |
| Cars in company's service: | | | | | | |
| Derrick cars..... | | 8 | | | | |
| Caboose cars..... | | 3 | | | | |
| Other road cars..... | | 1 | 1 | Westing-house. | | |
| Total..... | | 12 | | | | |
| Total owned..... | | 501 | | | | |
| Grand total..... | | 520 | | | | |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage operated. | RAILS. | |
|---|------------------------------------|---------------------|----------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 78.6 | 2.7 | 32.3 | 113.6 | ..... | 113.6 |
| Miles of yard track, sidings, and spurs | 239 | .3 | 2.7 | 26.9 | 18 | 8.9 |
| Total mileage operated (all tracks)..... | 1,025.6 | 3 | 35 | 140.5 | 18 | 122.5 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | RAILS. | |
|---------------------|------------------------------------|---------------------|----------------------------|---|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Virginia | 59.58 | 2.70 | ..... | 62.28 | ..... | 62.28 |
| North Carolina..... | 19.02 | ..... | 32.30 | 51.32 | ..... | 51.32 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------|---------|--------------------------------------|
| Oak..... | 35,830 | 38 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|-------------------|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 2,342 | 94 | ..... | ..... | 153,174 | 34.24 |
| Freight | | 4,701 | 146 | ..... | ..... | 249,481 | 42.21 |
| Switching | | 790 | 70 | ..... | ..... | 114,590 | 15.44 |
| Construction..... | | 244 | 14 | ..... | ..... | 24,966 | 20.09 |
| Total..... | | 8,077 | 324 | ..... | ..... | 542,211 | ..... |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|--|---------------------|------------|-------------------|--|---------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From— | | To— | Miles. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Portsmouth, Va..... | | Weldon, N. C..... | 78 6 | 30 | 12.9 | 65.7 | 16 | 428 | 19.1 | 18 | 358 | 17 |
| Boydin's, Va..... | | Lewiston, N. C..... | 35 | 20 | 2.95 | 32.15 | 14 | 288 | 8.3 | 13 | 255 | 7.7 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------------|---------|-----------------|-------|-----------------|-------|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone | 16 | 16 | ..... | 1,800 | ..... | 3,589 | | | |
| Trestles | 4 | 24 | ..... | 270 | ..... | 675 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges | 2 | | | | | | | 16 | |
| Conduits | 101 | | | | | | | | |
| Overhead railway crossings: | | | | | | | | | |
| Bridges | 3 | | | | | | | 15.8 | |
| Trestles | 1 | | | | | | | 16.2 | |

Gauge of track—four feet nine inches.

CAR MILEAGE.

This company exchanges cars with other companies and pays a uniform rate of $\frac{3}{4}$ c. per mile for the use of cars.

OATH.

STATE OF VIRGINIA, }
CITY OF PORTSMOUTH, } ss.

We, the undersigned, Jno. H. Winder, superintendent, and Wm. W. Chamberlaine, treasurer of the Seaboard and Roanoke railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JNO. H. WINDER,
Superintendent.

WM. W. CHAMBERLAINE,
Treasurer.

Subscribed and sworn to before me this 7th day of January, 1891.

J. M. PERKINS,
Notary Public.

FARMVILLE AND POWHATAN RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Farmville and Powhatan railroad company.

Date of organization—March 10th, 1884.

Organized under the laws of the state of Virginia. Chartered by act of the General Assembly of the state of Virginia passed March 3d, 1884, chapter 233, amendatory acts passed March 5th, 1888, chapter 491, and March 3d, 1890, chapter 477.

On the 23d day of July, 1889, this company purchased the Brighthope railway at foreclosure sale, and possession was given on the 1st October, 1889.

The authority to purchase is conferred by the terms of the charter, section 12, chapter 233, Acts of 1884.

The authority for the sale of the Brighthope railway is conferred by the general statutes relating to foreclosures.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|---------------------|-----------------------------|
| John H. McRae..... | McRae, Va..... | } August 20th, 1890. |
| W. S. Archer | Richmond, Va..... | |
| John Gilliam | Lee, Va..... | |
| F. D. Hill..... | Richmond, Va..... | |
| W. W. H. Thackston..... | Farmville, Va..... | |

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|-------------------------------|----------------------------|---------------------|
| President | Joseph Hobson..... | Rock Castle, Va. |
| Vice-President..... | John H. McRae..... | McRae, Va. |
| Secretary and Treasurer | Geo. M. Wilson..... | Richmond, Va. |
| General Solicitor..... | Pegram & Stringfellow..... | Richmond, Va. |
| Auditor..... | R. T. Wilson..... | Richmond, Va. |
| General Manager..... | James R. Werth..... | Richmond, Va. |
| Chief Engineer..... | H. A. Whiting..... | Richmond, Va. |
| General Freight Agent..... | P. M. Buckingham..... | Richmond, Va. |
| General Passenger Agent..... | | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|-------------------|--------------------|-----------------------|------------------------------------|--|
| | From— | To— | | |
| Main line..... | Bermuda..... | Farmville..... | 88.72 | 88.72 |
| Branch lines..... | Coalboro'..... | Eppes' Falls..... | 6.73 | |
| | Phaup..... | R. & D. Junction..... | .64 | |
| | Chester Shops..... | R. & P. Junction..... | .50 | 7.87 |
| | Total..... | | | 96.59 |

EXPLANATORY REMARKS.

During the first quarter of the fiscal year this company was engaged in construction.

On the 1st day of October, 1889, they commenced operating the thirty-two miles of the line purchased of the Brighthope railway company.

On the 23d of December, 1889, they opened for traffic thirty-nine miles of the new road, making the length of line then operated seventy-one miles.

On the 3d day of March, 1890, they commenced the operating of the entire line from Bermuda to Farmville, together with the branches and spurs, in all 96½ miles.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------------------|-------------------------|----------------------|---|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 5,000 | \$100 00 | \$500,000 00 | \$487,100 00 | | |
| Preferred..... | 5,000 | 100 00 | 500,000 00 | 500,000 00 | | |
| Total..... | 10,000 | \$100 00 | \$1,000,000 00 | \$987,100 00 | | |
| Manner of payment for capital stock. | Total number of shares. | Total cash realized. | Remarks. | | | |
| Issued for construction: | | | | | | |
| Common..... | 1,875 } | | | | | |
| Preferred..... | 3,330 } | | Issued at par for construction. | | | |
| Issued for reorganization: | | | | | | |
| Common..... | 1,796 } | | | | | |
| Preferred..... | 1,670 } | | Issued at par for purchase of constructed road. | | | |
| Issued for town and county bonds..... | 1,300 | | Issued at par for bonds of the town of Farmville and counties of Powhatan and Cumberland. | | | |
| Total..... | 9,971 | | | | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of issue. | Amount issued. | Amount outstanding. | Cash realized on the issue. | Rate. | INTEREST. | |
|-----------------------------------|----------------|----------------|------------------|----------------|---------------------|---|--------------|---------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. |
| First mortgage coupon debt | May, 1888. | May, 1922. | \$550,000 00 | \$520,000 00 | \$520,000 00 | Par value realized in property and construct'n. | 6 per cent. | May & Nov. | |
| Second mortgage income debt | July 25, 1888. | July 25, 1923. | 720,000 00 | 500,000 00 | 500,000 00 | Par value realized in property and construct'n. | *6 per cent. | Feb. & Aug. | |
| Grand total | | | \$1,270,000 00 | \$820,000 00 | \$820,000 00 | | | | |

* If earned.

EQUIPMENT TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. | Remarks. |
|---|----------------------|--------------------------|---------------------|--|----------|
| American Car and Equipment company. Series "B 11" | May 10, 1889 | Thirty-six months | 37 { | 18-ton 8 wheel 12x16 in. locomotive, 20 gondola flat cars, 5 box cars. | |
| American Car and Equipment company. Series "B 20" | Sept. 10, 1889 | Forty-eight months | 49 { | 5 passenger cars, 1 combination car, 1 baggage car. | |
| New York Equipment company | Sept. 1, 1889 | Thirty-six months | 37 { | 3 consolidated Baldwin locomotives. | |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL AND INTEREST. | | DEFERRED PAYMENTS—INTEREST. | | | |
|-------------------------------------|-------------------------------------|---|---------------------|-----------------------------|---------------------|-----------------------------|-----------------------------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. |
| American Car and Equipment company. | | | | | | | |
| Series "B 11's" | \$1,327 25 | \$4,339 80 | \$2,772 65 | | | | |
| American Car and Equipment company. | | | | | | | |
| Series "B 20's" | 1,825 00 | 8,183 60 | 6,968 70 | | | | |
| New York Equipment company† | 2,625 00 | 8,563 84 | 6,437 88 | | | | |
| Total | \$5,777 25 | \$21,117 24 | \$16,209 23 | | | | |

* Thirty-six lease warrants were given for \$120 55 each, including principal and interest.

† Forty-eight lease warrants for \$170 70 each, including principal and interest.

‡ Thirty-six lease warrants for \$238 44 each, including principal and interest

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | INTEREST. | |
|---------------------------------|----------------|---------------------|-----------------------------|
| | | Amount outstanding. | Amount accrued during year. |
| Mortgage bonds | \$320,000 00 | \$320,000 00 | |
| Miscellaneous obligations | 21,117 24 | 16,209 23 | |
| Income bonds | 591,000 00 | 500,000 00 | |
| Total | \$941,117 24 | \$886,209 23 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|------------|---|-------------|
| Cash | \$2,318 27 | Loans and bills payable | \$16,948 87 |
| Due from agents | 269 87 | Audited vouchers and accounts | 8,558 54 |
| Net traffic balances due from other companies | 302 99 | Wages and salaries | 8,337 16 |
| Due from solvent companies and individuals | 214 97 | | |
| Balance current liabilities | 30,738 47 | | |
| Total | 33,844 57 | Total | \$33,844 57 |

Materials and supplies on hand, \$2,263 33.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|-----------------------------------|---------------------------|----------------|------------------------|--------------------------|-------------|
| | | To railroads. | * To other properties. | Miles. | Amount. |
| Capital stock | \$997,100 00 | \$997,100 00 | | 96 5-10 | \$10,332 64 |
| Bonds | 820,000 00 | 820,000 00 | | | 8,497 41 |
| Equipment trust obligations | 16,209 23 | 16,209 23 | | | 167 97 |
| Total | \$1,833,309 23 | \$1,823,309 23 | | | \$18,998 02 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|--|----------------|--------------|----------------------|----------------|--------------------------|-------------|
| | | | | | Miles. | Amount. |
| Farmville and Powhatan railroad company .. | \$997,100 00 | \$836,209 23 | \$30,738 47 | \$1,864,047 70 | 96 5-10 | \$19,316 56 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| EXPENDITURES DURING YEAR. | | | | | | |
|---|---------------------------------------|---|--|------------------------------------|------------------------------------|-------------------|
| ITEMS. | Included in operating expenses. | NOT INCLUDED IN OPERA- TING EXPENSES. | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
| | | Charged to income ac- counts as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction: | | | | | | |
| Road built by con- tract | | | \$1,275,524 92 | | \$1,275,524 92 | |
| Purchase of con- structed road..... | | | 523,100 00 | | 523,100 00 | |
| Total construc- tion..... | | | 1,798,624 92 | | 1,798,624 92 | \$18,638 60 |
| Equipment: | | | | | | |
| Locomotives | | | 23,651 42 | | 23,651 42 | |
| Passenger cars..... | | | 9,196 22 | | 9,196 22 | |
| Baggage, express, and postal cars..... | | | 973 64 | | 973 64 | |
| Combination cars..... | | | 1,000 48 | | 1,000 48 | |
| Freight cars..... | | | 16,893 29 | | 16,893 29 | |
| Other cars of all classes | | | 364 35 | | 364 35 | |
| Total equipment..... | | | 52,079 40 | | 52,079 40 | 539 68 |
| Total cost construc- tion, equipment, etc. | | | \$1,850,704 32 | | \$1,850,704 32 | \$19,178 28 |

INCOME ACCOUNT.

| | | |
|--|-------------|-------------|
| Gross earnings from operation..... | \$36,255 22 | |
| Less operating expenses..... | 47,048 42 | |
| Deficit..... | | 10,793 20 |
| Deductions from income: | | |
| Interest on interest-bearing current liabilities accrued, not other- wise provided for..... | 286 65 | |
| Total deductions from income..... | | 286 65 |
| Deficit..... | | 11,079 85 |
| Deficit from operations of year ending June 30, 1890..... | | 11,079 85 |
| Deficit on June 30, 1890..... | | \$11,079 85 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of re-payments, etc. | Actual earnings entire line. |
|--|-----------------|--|------------------------------|
| Passenger: | | | |
| Passenger revenue..... | \$4,613 34 | | |
| Less repayment—Tickets redeemed | | 55 | |
| Excess fares refunded..... | | 5 20 | |
| Total deductions..... | | 5 75 | |
| Total passenger revenue..... | | | \$4,607 59 |
| Mail..... | | | 821 94 |
| Total passenger earnings..... | | | 5,229 53 |
| Freight: | | | |
| Freight revenue..... | 30,076 86 | | |
| Less repayment—Overcharge to shippers..... | | 2,172 75 | |
| Total deductions..... | | 2,172 75 | |
| Total freight revenue..... | | | 27,904 11 |
| Other items..... | | | 1,407 24 |
| Total freight earnings..... | | | 29,311 35 |
| Total passenger and freight earnings..... | | | 34,540 88 |
| Other sources..... | | | 1,714 34 |
| Total gross earnings from operation..... | | | \$36,255 22 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|------------------|
| Maintenance of way and structures : | | | |
| Repairs of roadway..... | | | \$15,741 11 |
| Renewals of ties..... | | | 736 63 |
| Repairs of bridges and culverts..... | | | 990 42 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | | | 246 13 |
| Repairs of buildings..... | | | 752 64 |
| Repairs of docks and wharves..... | | | 512 66 |
| Repairs of telegraph..... | | | 59 44 |
| Other expenses..... | | | 121 39 |
| Total | | | 19,160 42 |
| Maintenance of equipment : | | | |
| Repairs and renewals of locomotives..... | | | 2,768 48 |
| Repairs and renewals of passenger cars..... | | | 1,073 29 |
| Repairs and renewals of freight cars..... | | | 770 10 |
| Shop machinery, tools, etc..... | | | 1,299 82 |
| Total | | | 5,911 69 |
| Conducting transportation : | | | |
| Wages of engineers, firemen and roundhousemen..... | | | 2,739 22 |
| Fuel for locomotives..... | | | 1,789 35 |
| Water supply for locomotives..... | | | 873 43 |
| All other supplies for locomotives..... | | | 283 27 |
| Wages of other trainmen..... | | | 2,001 63 |
| All other train supplies..... | | | 137 34 |
| Wages of switchmen, flagmen and watchmen..... | | | 35 19 |
| Expense of telegraph, including train dispatchers and operators..... | | | 771 05 |
| Wages of station agents, clerks and laborers..... | | | 2,545 76 |
| Station supplies..... | | | 126 02 |
| Loss and damage..... | | | 35 21 |
| Other expenses..... | | | 124 63 |
| Terminal expenses at Bermuda..... | | | 1,814 00 |
| Total | | | 13,276 10 |
| General expenses : | | | |
| Salaries of officers..... | | | 6,449 96 |
| Salaries of clerks..... | | | 18 75 |
| General office expenses and supplies..... | | | 486 53 |
| Advertising..... | | | 43 07 |
| Insurance..... | | | 36 00 |
| Expenses of traffic associations..... | | | 31 97 |
| Rentals not otherwise provided for..... | | | 150 00 |
| Legal expenses..... | | | 108 08 |
| Stationery and printing..... | | | 1,236 13 |
| Other general expenses..... | | | 139 72 |
| Total | | | 8,700 21 |
| Recapitulation of expenses : | | | |
| Maintenance of way and structures..... | | | 19,160 42 |
| Maintenance of equipment..... | | | 5,911 69 |
| Conducting transportation..... | | | 13,276 10 |
| General expenses..... | | | 8,700 21 |
| Grand total..... | | | 47,048 42 |
| Percentage of expenses to earnings entire line..... | | | 121.49 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|------------------------------|--------|------------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| Cost of road..... | | \$1,798,624 92 | | | |
| Cost of equipment..... | | 52,079 40 | | | |
| Cash and current assets..... | | | \$1,850,704 32 | | |
| Other assets..... | | | 3,106 10 | | |
| Materials and supplies..... | | | 2,263 53 | | |
| Profit and loss..... | | | 11,079 85 | | |
| | | Grand total..... | 1,867,153 80 | | |

•Operations had not commenced on June 30th, 1889. No balance sheet was then submitted, and hence no comparative statement can be made.

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|--------------------------|--------|------------------|--------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| Capital stock..... | | | 997,100 00 | | |
| Funded debt..... | | | 836,209 23 | | |
| Current liabilities..... | | | 33,844 57 | | |
| | | Grand total..... | 1,867,153 80 | | |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|--|----------------------|-----------------|--------------------------------------|---|---|----------------------------|
| | From— | To— | Miles. | | | |
| First mortgage coupon debt..... | Bermuda | Brook Neal..... | 140 | All equipment owned. | Net income after paying interest on 1st mortgage. | |
| Second mortgage income debt..... | Bermuda | Brook Neal..... | 140 | All equipment owned. | | |
| American Car Equipment company. Series "B 11" | | | | 1 locomotive, 20 gondolas, 5 box cars. | | |
| American Car Equipment company. Series "B 20" | | | | 5 passenger cars, 1 combination car, 1 baggage car. | | |
| New York Equipment company | | | | 3 consolidated locomotives. | | |

EXPLANATORY REMARKS.

The first mortgage debt is secured by all the railroad now or hereafter to be constructed, and all franchises, incomes, earnings and profits, and also (subject to the equipment mortgages) all rolling stock and equipment now belonging to, or hereafter to be acquired by this company, and also all other property of every description, now owned or hereafter to be acquired, except donations and subscriptions to its capital stock.

The second mortgage income debt is secured (subject to the first mortgage and the equipment mortgages) by all the railroad now or hereafter to be constructed or otherwise acquired, extending from Bermuda to Farmville, and also including the proposed extension to Brook Neal; also all franchises, corporate rights and privileges, the annually accruing net income, rolling stock, equipment and all other property now owned or hereafter to be acquired except donations and subscriptions to its capital stock.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|--|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 7,669 | |
| Number of passengers carried one mile..... | 139,256 | |
| Average distance carried..... | 18 | |
| Total passenger revenue..... | | \$4,607 59 |
| Average amount received from each passenger..... | | 60.08 |
| Average receipts per passenger per mile..... | | 3.338 |
| Passenger earnings per mile of road..... | | 54 19 |
| Passenger earnings per train mile..... | | 13.477 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 40,117 | |
| Total freight revenue..... | | 27,904 11 |
| Average amount received for each ton of freight..... | | 69.556 |
| Freight earnings per mile of road..... | | 303 74 |
| Freight earnings per train-mile..... | | 82.314 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 32,511 70 |
| Passenger and freight revenue per mile of road..... | | 306 90.9 |
| Passenger and freight earnings..... | | 34,540 88 |
| Passenger and freight earnings per mile of road..... | | 357 93.6 |
| Gross earnings from operation..... | | 36,255 22 |
| Gross earnings from operation per mile of road..... | | 357 70.1 |
| Expenses..... | | 44,048 42 |
| Expenses per mile of road..... | | 456 46 |
| Train mileage: | | |
| Miles run by passenger trains..... | 29,784 | |
| Miles run by freight trains..... | 8,527 | |
| Miles run by mixed trains..... | 36,109 | |
| Total mileage trains earning revenue..... | 74,420 | |
| Miles run by switching trains..... | 14,028 | |
| Miles run by construction and other trains..... | 18,400 | |
| Grand total train mileage..... | 106,840 | |
| Mileage of loaded freight cars—east..... | 73,615 | |
| Mileage of loaded freight cars—west..... | 32,652 | |
| Mileage of empty freight cars—east..... | 24,014 | |
| Mileage of empty freight cars—west..... | 73,577 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | | 242 | 242 | |
| Flour..... | | 136 | 136 | |
| Other mill products..... | | 297 | 297 | |
| Hay..... | | 152 | 152 | |
| Tobacco..... | 314 | | 314 | |
| Products of animals: | | | | |
| Other packing-house products..... | | 39 | 39 | |
| Products of mines: | | | | |
| Bituminous coal..... | 10,070 | | 10,070 | |
| Stone, sand, and other like articles..... | 5,196 | | 5,196 | |
| Products of forest: | | | | |
| Lumber..... | 3,004 | | 3,004 | |
| Cross ties, logs, staves, and billets..... | 10,007 | | 10,007 | |
| Cordwood..... | 9,755 | | 9,755 | |
| Manufactures: | | | | |
| Petroleum and other oils..... | | 26 | 26 | |
| Sugar..... | | 42 | 42 | |
| Cement, brick, and lime..... | 20 | 6 | 26 | |
| Wines, liquors, and beers..... | | 13 | 13 | |
| Merchandise..... | | 150 | 150 | |
| Miscellaneous—other commodities not mentioned above..... | 307 | 341 | 648 | |
| Total tonnage..... | 38,673 | 1,444 | 40,117 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--------------------------------------|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | 1 | 1 | 1 | Eames' vacuum. | | |
| Freight | 6 | 6 | 3 | " | | |
| Total | 7 | 7 | 4 | Eames' vacuum. | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | 4 | 4 | 4 | | | |
| Second-class passenger cars..... | 2 | 2 | 2 | | | |
| Baggage, express, and postal cars... | 2 | 2 | 2 | | | |
| Total..... | 8 | 8 | 8 | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | 10 | 10 | 5 | | | |
| Flat cars..... | 84 | 84 | | | | |
| Coal cars..... | 105 | 105 | | | | |
| Total..... | 199 | 199 | 5 | | | |
| Cars in company's service: | | | | | | |
| Derrick cars | 1 | 1 | | | | |
| Caboose cars..... | 2 | 2 | | | | |
| Total..... | 3 | 3 | | | | |

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MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Line operated under trackage rights. | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | 88.72 | 7.87 | | | 96.59 | | | |
| Miles of yard track, sidings, and spurs..... | | 9.35 | | | 9.35 | | | |
| Total mileage oper'd (all tracks)..... | 88.72 | 17.22 | | | 105.94 | | | |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---------------------|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia | 88.72 | 7.87 | | 96.59 | | | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|---------------|---------|-----------------|-------|-----------------|-------|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Iron | 1 | 124 | ..... | 124 | ..... | 124 | | | |
| Wooden..... | 3 | 275 | ..... | 32 | ..... | 383 | | | |
| Trestles..... | 5 | 900 | ..... | 62 | ..... | 1,752 | | | |

Gauge of track—three feet; 96.59 miles.

TELEGRAPH.

Owned by company making this report.

| MILES OF LINE. | MILES OF WIRE. | OPERATED BY THIS COMPANY. | |
|----------------|----------------|---------------------------|----------------|
| | | MILES OF LINE. | MILES OF WIRE. |
| 88.72 | 88.72 | 88.72 | 88.72 |

OATH.

STATE OF VIRGINIA,
CITY OF RICHMOND, } ss.

We, the undersigned, Jas. R. Werth, vice-president, and G. M. Wilson, treasurer of the Farmville and Powhatan railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JAMES R. WERTH,
Vice-President.

G. M. WILSON,
Treasurer.

Subscribed and sworn to before me this 15th day of January, 1891.

H. SWINEFORD,
Notary Public.

SUFFOLK LUMBER RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Suffolk Lumber railroad company.

Date of organization—March 20th, 1873.

Organized under the laws of the state of Virginia.

Chartered under the laws of Virginia March 20th, 1873. Charter amended March 15th, 1884.

Chartered in North Carolina March 3d, 1881, and amended March 18th, 1887.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|---------------------|-----------------------------|
| W. H. Jackson | Salisbury, Md. | |
| W. P. Jackson | Salisbury, Md. | |

Total number of stockholders at present—2.

Postoffice address of general office—Salisbury, Md.

Postoffice address of operating office—Salisbury, Md.

EXPLANATORY REMARKS.

The road is owned and operated by W. H. Jackson & Son for transporting the lumber from their mills at Whaleyville, Va., to Suffolk, Va., and for hauling logs from North Carolina to mills at Whaleyville, Va.

No stock is owned by any other parties. The entire franchise and all pertaining to the road passed into the hands of W. H. Jackson & Son by purchase on the dissolution of the firm of E. E. Jackson & Co., January 1st, 1889.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------|--------------------|---------------------|
| President | W. H. Jackson..... | Salisbury, Md. |
| Auditor..... | J. S. Adams | Salisbury, Md. |
| General Manager..... | D. B. Cannon..... | Whaleyville, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|------------------------------|------------------|----------------------|------------------------------------|--|
| | From— | To— | | |
| Suffolk Lumber Company | Suffolk, Va..... | Whaleyville, Va..... | 13 | |

EXPLANATORY REMARKS.

The road runs from Suffolk, Va., to the line of North Carolina, a distance of 15 miles. From the North Carolina line there are spurs, or logging tracks running in different directions in the woods in Gates county, N. C., for hauling out logs to the mill at Whaleyville.

At present we are working under a contract with the Funi's Lumber company for the manufacture of a tract of timber in North Carolina, and it will take about two years more to finish up. After that the road and franchise will be sold or the track taken up and sold for old iron.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total am't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 200 | \$100 | \$20,000 | \$20,000 | | |

NOTE.—There has been no change in capital stock since the organization of road.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

It would be impossible for us to enter into any detailed statement as noted in the above heading, as we do not run a separate account for each item, but only treat a general expense account.

INCOME ACCOUNT.

| | |
|------------------------------------|-------------|
| Gross earnings from operation..... | \$16,508 88 |
| Less operating expenses..... | 16,148 61 |
| Income from operation..... | \$360 27 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings, gross. |
|---|-----------------|---|-------------------------|
| Passenger: | | | |
| Passenger revenue..... | \$1,561 60 | | |
| Total passenger revenue..... | | | \$1,561 60 |
| Mail..... | | | 534 47 |
| Freight: | | | |
| Freight revenue..... | 14,412 81 | | |
| Total freight revenue..... | | | 14,412 81 |
| Total passenger and freight earnings..... | | | 16,508 88 |
| Total gross earnings from operation..... | | | 16,508 88 |

OPERATING EXPENSES.

| | |
|--|-------------|
| Maintenance of way and structures: | |
| Repairs of roadway, &c..... | \$5,184 08 |
| Other expenses, including supplies..... | 7,439 53 |
| Total..... | 12,623 61 |
| Conducting transportation: | |
| Wages of enginemen, firemen, roundhousemen, and all other employees..... | 3,525 00 |
| Total..... | \$16,148 61 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| Superintendent..... | 1 | \$1,500 00 | \$4 11 |
| Station agents..... | 2 | 1,000 00 | 1 38 $\frac{1}{2}$ |
| Enginemen | 1 | 900 00 | 2 46 $\frac{3}{4}$ |
| Conductors..... | 1 | 600 00 | 1 64 |
| Total (including "general officers")..... | | 4,000 00 | |
| Less "general officers")..... | | 1,500 00 | |
| Total (excluding "general officers")..... | | \$2,500 00 | |

FREIGHT TRAFFIC MOVEMENT.

| | |
|---------------------|-----------------|
| Products of forest: | |
| Lumber | 1,344,388 feet. |
| Wood..... | 17,669 cords. |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Total number at end of year. |
|---------------------------------|------------------------------|
| Locomotives: | |
| Freight | 2 |
| Total | 2 |
| Cars in passenger service: | |
| Combination passenger cars..... | 1 |
| Total..... | 1 |
| Cars in freight service: | |
| Flat cars | 66 |
| Logging cars | 7 |
| Total | 73 |
| Grand total..... | 76 |

GAUGE OF TRACK.

Gauge of track, 3 feet, 6 inches; 13 miles.

TELEPHONE.

Operated by this company—Miles of line, 13; miles of wire, 13.

EXPLANATORY REMARKS.

Inasmuch as our road has never been used for a general traffic business but only for our own use in transporting our lumber and wood to our wharf at Suffolk, we have kept only a general account of expenses, so we are unable to make a minute statement as asked for in numerous tables in this book.

OATH.

STATE OF MARYLAND,
COUNTY OF WICOMICO, } ss:

We, the undersigned, W. H. Jackson, president, and J. S. Adams auditor of the Suffolk lumber company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. H. JACKSON,
President.

J. S. ADAMS,
Auditor.

Subscribed and sworn to before me this 24th day of October, 1890.

SAMUEL A. GRAHAM, JR.,
Notary Public.

WINCHESTER AND STRASBURG RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—The Winchester and Strasburg railroad company.

Date of organization—July 8, 1868.

Organized under the laws of the state of Virginia April 23, 1867.

Operated by the Baltimore and Ohio railroad company.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|---------------------|-----------------------------|
| Robert Garrett..... | Baltimore | } July, 1891. |
| Hugh Sisson..... | Baltimore | |
| Joe. B. Stafford..... | Baltimore | |
| Geo. A. Hupp..... | Strasburg | |
| James B. Russell..... | Winchester..... | |

Total number of stockholders at date of last election—35.

Date of last meeting of stockholders for election of directors—July 2, 1890.

Postoffice address of general office—Baltimore.

Postoffice address of operating office—Baltimore.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|-------------------------------|-----------------------|---------------------|
| President | Charles F. Mayer..... | Baltimore. |
| Secretary and Treasurer | W. H. Ijams | Baltimore. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---------------------|--------------------|------------------------------------|--|
| | From— | To— | | |
| Winchester and Strasburg railroad | Winchester, Va..... | Strasburg, Va..... | 20.50 | |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 6,000 | \$100 | \$600,000 00 | \$600,000 00 | | |

INCOME ACCOUNT.

| | |
|--------------------------------|-------------|
| Income from lease of road..... | \$21,756 92 |
| Total income..... | 21,756 92 |
| Rentals..... | \$2,984 00 |

EARNINGS FROM OPERATION.

| ITEMS. | Actual earnings. |
|--|------------------|
| Total passenger revenue..... | \$18,788 99 |
| Mail | 2,422 32 |
| Express..... | 3,180 72 |
| Total passenger earnings.. | 24,392 03 |
| Total freight revenue..... | 42,931 64 |
| Total freight earnings | 42,931 64 |
| Total passenger and freight earnings..... | 67,323 67 |
| Total gross earnings from operation—entire line..... | \$67,323 67 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | | | \$8,098 64 |
| Renewals of rails..... | | | 2,198 78 |
| Renewals of ties..... | | | 2,453 25 |
| Repairs of bridges and culverts..... | | | 1,984 52 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | | | 666 92 |
| Repairs of buildings..... | | | 518 21 |
| Repairs of telegraph..... | | | 1,083 33 |
| Other expenses..... | | | 97 60 |
| Total..... | | | 17,101 25 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | | | 3,518 28 |
| Repairs and renewals of passenger cars..... | | | 1,256 07 |
| Repairs and renewals of freight cars..... | | | 3,210 47 |
| Repairs and renewals of ferry-boats, tugs, floats, and barges..... | | | 443 58 |
| Shop machinery, tools, etc..... | | | 239 03 |
| Other expenses..... | | | 334 50 |
| Total..... | | | 9,000 93 |
| Conducting transportation: | | | |
| Wages of engine-men, fire-men, and roundhouse-men..... | | | 4,088 29 |
| Fuel for locomotives..... | | | 1,554 56 |
| Water supply for locomotives..... | | | 492 66 |
| All other supplies for locomotives..... | | | 379 77 |
| Wages of other trainmen..... | | | 3,551 35 |
| All other train supplies..... | | | 531 04 |
| Wages of switchmen, flagmen, and watchmen..... | | | 263 37 |
| Wages of station agents, clerks, and laborers..... | | | 4,046 78 |
| Station supplies..... | | | 740 98 |
| Loss and damage..... | | | 26 08 |
| Injuries to persons..... | | | 20 83 |
| Total..... | | | 18,295 71 |
| General expenses: | | | |
| Rents for tracks, yards, and terminals..... | | | 100 00 |
| Legal expenses..... | | | 23 26 |
| Stationery and printing..... | | | 1,045 60 |
| Total..... | | | 1,168 86 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | | | 17,101 25 |
| Maintenance of equipment..... | | | 9,000 93 |
| Conducting transportation..... | | | 18,295 71 |
| General expenses..... | | | 1,168 86 |
| Grand total..... | | | 45,566 75 |
| Percentage of expenses to earnings—entire line..... | | | 67.68 |
| Operating expenses—State of Virginia: | | | |
| Maintenance of way and structures..... | | | 17,101 25 |
| Maintenance of equipment..... | | | 9,000 93 |
| Conducting transportation..... | | | 18,295 71 |
| General expenses..... | | | 1,168 86 |
| Total..... | | | 45,566 75 |
| Percentage of expenses to earnings—Virginia..... | | | 67.68 |

RENTALS PAID.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|--------------------------------------|-------------------------------|--------------------------------|-------|------------|
| Winchester & Strasburg railroad..... | | \$2,984 00 | | \$2,984 00 |
| Total rentals..... | | \$2,984 00 | | \$2,984 00 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|--------------------------------|----------------------------|----------------------------------|
| Station agents..... | 6 | | \$1 08 |
| Other station men..... | 3 | | 1 10 |
| Enginemen..... | | | 3 47 |
| Firemen..... | | | 1 62 |
| Conductors..... | | | 2 62 |
| Other trainmen..... | | | 1 68 |
| Section foremen..... | 4 | | 1 16 ² / ₃ |
| Other trackmen..... | 17 | | 1 06 |
| Switchmen, flagmen, and watchmen..... | 3 ¹ / ₂ | | 1 03 |
| Telegraph operators and dispatchers..... | 2 | | 1 80 |
| All other employees and laborers..... | 4 | | 74 |
| Distribution of above: | | | |
| Maintenance of way and structures..... | 24 | | 1 07 |
| Maintenance of equipment..... | 2 | | 72 |
| Conducting transportation..... | 13 ¹ / ₂ | | 1 13 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|--|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 54,517 | |
| Number of passengers carried one mile..... | 779,689 | |
| Average distance carried..... | 14.3 | |
| Total passenger revenue..... | | \$18,788 99 |
| Average amount received from each passenger..... | | 34.464 |
| Average receipts per passenger per mile..... | | 02.410 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 195,894 | |
| Number of tons carried one mile..... | 3,707,076 | |
| Average distance haul of one ton..... | 18.9 | |
| Total freight revenue..... | | 42,931 64 |
| Average amount received for each ton of freight..... | | 21.917 |
| Average receipts per ton per mile..... | | 01.158 |
| Train mileage: | | |
| Miles run by passenger trains..... | 15,432 | |
| Miles run by mixed trains..... | 46,475 | |
| Total mileage trains earning revenue..... | 61,907 | |
| Mileage of loaded freight cars—north..... | 130,085 | |
| Mileage of loaded freight cars—south..... | 193,878 | |
| Mileage of empty freight cars—north..... | 74,696 | |
| Mileage of empty freight cars—south..... | 38,695 | |
| Average number of freight cars in train..... | 9 | |
| Average number of loaded cars in train..... | 7 | |
| Average number of empty cars in train..... | 2 | |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Total mileage operated. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | | | 20.50 | 20.50 | 10.75 | 9.75 |
| Miles of yard track, sidings, and spurs | | | 2.90 | 2.90 | 2.90 | |
| Total mileage operated (all tracks)..... | | | 23.40 | 23.40 | 13.65 | 9.75 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------|---------|--------------------------------------|
| White oak..... | 4,305 | 35 |
| Total..... | 4,305 | 35 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—Tons. | | WOOD—Cords. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|---------------------|------------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 1,042 $\frac{1}{2}$ | 5 | | 1,046 | 22,520 | 93.7 |
| Freight..... | | 2,352 $\frac{3}{4}$ | 15 | | 2,362 $\frac{1}{2}$ | 50,744 | 94 |
| Switching..... | | 220 | $\frac{3}{4}$ | | 220 $\frac{3}{4}$ | 4,772 | 93.5 |
| Construction..... | | 96 | | | 96 | 1,896 | 102.6 |
| Total..... | | 3,711 $\frac{1}{4}$ | 20 $\frac{3}{4}$ | | 3,725 $\frac{1}{2}$ | 79,932 | 94 |
| Average cost at distributing point..... | | \$1 04 | \$1 72 | | | | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---------------------|--------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | Aggregate length of descending grades. Miles. |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | |
| Winchester, Va.... | Strasburg Junct.... | 19.00 | 22 | 7.10 | 11.90 | 5.49 | 10 | 2,520 | 5.95 | 11 | 315 | 7.56 |
| | Con. track..... | 1.50 | 6 | 1.00 | .50 | | | | | | | |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------|---------|-----------------|-------|-----------------|-------|-------------------|-------|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| | | | | | | | | | |
| Bridges: | | | | | | | | | |
| Iron | 13 | 15 | ..... | 210 | ..... | 640 | ..... |  |  |
| Wooden | 2 | 30 | ..... | 38 | ..... | 68 | ..... |  |  |
| Combination..... | 2 | 217 | ..... | 337 | ..... | 564 | ..... |  |  |
| Total | 17 | 262 | ..... | 585 | ..... | 1,262 | ..... |  |  |
| Trestles | 3 | 100 | ..... | 450 | ..... | 800 | ..... |  |  |

Gauge of track—4 feet, 8¾ inches; 20.50 miles.

TELEGRAPH.

Owned by company making this report.

| MILES OF WIRE. | OPERATED BY ANOTHER COMPANY. | |
|----------------|------------------------------|----------------------------------|
| | Miles of wire. | Name of operating company. |
| 19 | 19 | Western Union Telegraph company. |

OATH.

STATE OF MARYLAND,
CITY OF BALTIMORE, } ss.

We, the undersigned, A. Walter, general superintendent, and W. H. Ijams, treasurer of the Baltimore and Ohio railroad company, operating the Winchester and Strasburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. WALTER,
General Superintendent.

W. H. IJAMS,
Treasurer.

Subscribed and sworn to before me this 15th day of January, 1891.

ROBERT A. THURSBY,
Justice of the Peace.

STRASBURG AND HARRISONBURG RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—The Baltimore and Ohio railroad company operates the Strasburg and Harrisonburg railroad company.

Date of organization and other data not given in report.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|--------------------|-----------------------|------------------------------------|--|
| | From— | To— | | |
| Strasburg & Harrisonburg railroad | Strasburg, Va..... | Harrisonburg, Va..... | 49 | |

INCOME ACCOUNT.

| | |
|--------------------------------|-------------|
| Income from lease of road..... | \$15,580 50 |
| Total income..... | 15,580 50 |
| Rentals..... | 89,250 00 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings, gross. |
|---|-----------------|---|-------------------------|
| Total passenger revenue..... | | | \$45,112 97 |
| Mail..... | | | 6,239 21 |
| Express..... | | | 5,619 27 |
| Total passenger earnings..... | | | 56,971 45 |
| Total freight revenue..... | | | 68,951 12 |
| Total freight earnings..... | | | 68,951 12 |
| Total passenger and freight earnings..... | | | 125,922 57 |
| Total gross earnings from operation..... | | | 125,922 57 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-State Commerce Commission.

| ITEMS. | Chargeable to Freight Traffic. | Chargeable to Passenger Traffic. | Total. |
|--|--------------------------------|----------------------------------|-------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | | | \$19,522 67 |
| Renewals of rails..... | | | 6,713 35 |
| Renewals of ties..... | | | 4,222 10 |
| Repairs of bridges and culverts..... | | | 8,029 60 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | | | 908 31 |
| Repairs of buildings..... | | | 3,487 37 |
| Repairs of telegraph..... | | | 3,179 27 |
| Other expenses..... | | | 997 60 |
| Total..... | | | 47,060 27 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | | | 7,616 12 |
| Repairs and renewals of passenger cars..... | | | 2,734 87 |
| Repairs and renewals of freight cars..... | | | 7,028 26 |
| Shop machinery, tools, etc..... | | | 1,473 06 |
| Other expenses..... | | | 741 54 |
| Total..... | | | 19,593 84 |
| Conducting transportation: | | | |
| Wages of enginemen, firemen and roundhousemen..... | | | 9,060 63 |
| Fuel for locomotives..... | | | 10,073 59 |
| Water supply for locomotives..... | | | 1,113 06 |
| All other supplies for locomotives..... | | | 843 75 |
| Wages of other trainmen..... | | | 7,044 85 |
| All other train supplies..... | | | 1,234 91 |
| Wages of switchmen, flagmen and watchmen..... | | | 565 06 |
| Wages of station agents, clerks and laborers..... | | | 9,935 30 |
| Station supplies..... | | | 629 18 |
| Loss and damage..... | | | 64 28 |
| Injuries to persons..... | | | 49 27 |
| Total..... | | | 41,513 88 |
| General expenses: | | | |
| Legal expenses..... | | | 71 45 |
| Stationery and printing..... | | | 2,102 63 |
| Total..... | | | 2,174 08 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | | | 47,060 27 |
| Maintenance of equipment..... | | | 19,593 84 |
| Conducting transportation..... | | | 41,513 88 |
| General expenses..... | | | 2,174 08 |
| Grand total..... | | | 110,342 07 |
| Percentage of expenses to earnings—entire line | | | 87.62 |
| Operating expenses—State of Virginia: | | | |
| Maintenance of way and structures..... | | | 47,060 27 |
| Maintenance of equipment..... | | | 19,593 84 |
| Conducting transportation..... | | | 41,513 88 |
| General expenses..... | | | 2,174 08 |
| Total..... | | | 110,342 07 |
| Percentage of expenses to earnings—Virginia..... | | | 87.62 |

RENTALS PAID.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|--|-------------------------------|--------------------------------|-------------|-------------|
| Strasburg and Harrisonburg railroad..... | | | \$89,250 00 | \$89,250 00 |
| Total rentals..... | | | \$89,250 00 | \$89,250 00 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|--|---------|----------------------------|-----------------------------|
| Station agents..... | 11½ | | \$1 15 |
| Other station men..... | 8 | | 83 |
| Enginemen..... | | | 3 47 |
| Firemen..... | | | 1 62 |
| Conductors..... | | | 2 62 |
| Other trainmen..... | | | 1 68 |
| Section foremen..... | 10 | | 1 62½ |
| Other trackmen..... | 56 | | 1 05 |
| Switchmen, flagmen, and watchmen..... | 10½ | | 1 07 |
| Telegraph operators and dispatchers..... | 6 | | 1 66 |
| All other employees and laborers..... | 10 | | 89 |
| Distribution of above: | | | |
| Maintenance of way and structures..... | 79 | | 1 06 |
| Maintenance of equipment..... | 1 | | 1 15 |
| Conducting transportation..... | 32 | | 1 11 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|--|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 92,851 | |
| Number of passengers carried one mile..... | 1,816,026 | |
| Average distance carried..... | 19.5 | |
| Total passenger revenue..... | | \$45,112 97 |
| Average amount received from each passenger..... | | 48.586 |
| Average receipts per passenger per mile..... | | 2.484 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 157,985 | |
| Number of tons carried one mile..... | 6,222,725 | |
| Average distance haul of one ton..... | 39.3 | |
| Total freight revenue..... | | 68,951 12 |
| Average amount received for each ton of freight..... | | 43.644 |
| Average receipts per ton per mile..... | | 1.108 |
| Train mileage: | | |
| Miles run by passenger trains..... | 35,920 | |
| Miles run by mixed trains..... | 95,544 | |
| Total mileage trains earning revenue..... | 131,464 | |
| Mileage of loaded freight cars—north..... | 227,022 | |
| Mileage of loaded freight cars—south..... | 328,283 | |
| Mileage of empty freight cars—north..... | 129,869 | |
| Mileage of empty freight cars—west or south..... | 75,442 | |
| Average number of freight cars in train..... | 8 | |
| Average number of loaded cars in train..... | 6 | |
| Average number of empty cars in train..... | 2 | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during the year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|--------------------------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | | | 49.00 | ..... | 49.00 | ..... | 11.15 | 37.85 |
| Miles of yard track, sidings, and spurs | | | 4.81 | ..... | 4.81 | ..... | 4.81 | ..... |
| Total mileage oper'd (all tracks)..... | | | 53.81 | ..... | 53.81 | ..... | 15.96 | 37.85 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------|---------|--------------------------------------|
| White oak..... | 9,035 | 35 |
| Total..... | 9,035 | 35 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 2,333¾ | 11 | ..... | 2,341 | 50,404 | 93.7 |
| Freight..... | | 5,266 | 34 | ..... | 5,288 | 113,371 | 94 |
| Switching..... | | 492¾ | 1½ | ..... | 493¼ | 10,670 | 93.5 |
| Construction..... | | 214 | ..... | ..... | 214 | 4,244 | 102.6 |
| Total..... | | 8,306 | 46½ | ..... | 8,336¼ | 178,998 | 94 |
| Average cost at distributing point..... | | \$1 04 | \$1 72 | ..... | ..... | ..... | ..... |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------|------------|----------|--|----------|-----------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EM- PLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | 1 | | | | | | 1 |
| Total..... | | 1 | | | | | | 1 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|--------------------|-------------|----------|--------------|----------|-----------------------|----------|---------|----------|
| | | | TRESPASSERS. | | NOT TRESPASS- ING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other causes | | 1 | 2 | | | | 2 | 1 |
| Total..... | | 1 | 2 | | | | 2 | 1 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | |
|--------------------------------|-------------------|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|------------------------|---|
| From— | To— | Miles. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Strasburg June, Va. | Harrisonburg, Va. | 40.93 | 97 | 22.73 | 26.40 | 11.05 | 36 | 723.0 | 27.25 | 348 | 10.83 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------|---------|-----------------|-------|-----------------|-------|-------------------|-------|---|-----|
| | | | | | | | | | |
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone..... | 3 | 12 | ..... | 14 | ..... | 38 | ..... |  |  |
| Iron | 13 | 15 | ..... | 439 | ..... | 863 | ..... |  |  |
| Combination..... | 7 | 118 | ..... | 556 | ..... | 2,240 | ..... |  |  |
| Total..... | 23 | 145 | ..... | 1,029 | ..... | 3,141 | ..... |  |  |
| Trestles..... | 5 | 45 | ..... | 450 | ..... | 1,097 | ..... |  |  |

Gauge of track—4 feet, $\frac{3}{4}$ inches; 49 miles.

TELEGRAPH.

Owned by company making this report.

| MILES OF WIRE. | OPERATED BY ANOTHER COMPANY. | |
|----------------|------------------------------|----------------------------------|
| | Miles of wire. | Name of operating company. |
| 49 | 49 | Western Union Telegraph company. |

OATH.

STATE OF MARYLAND,
CITY OF BALTIMORE, } ss.

We, the undersigned, A. Walter, general superintendent, and W. H. Ijams, treasurer of the Baltimore and Ohio railroad company, operating the Strasburg and Harrisonburg railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

ALFRED WALTER,
General Superintendent.

W. H. IJAMS,
Treasurer.

Subscribed and sworn to before me this 15th day of January, 1891.

ROBERT A. THURSBY,
Justice of the Peace.

CHESAPEAKE AND OHIO RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—Chesapeake and Ohio railway company.

Date of organization—July 1st, 1878.

The Chesapeake and Ohio railroad company was organized in 1868 by a contract between the Virginia Central railroad company and the commissioners of the states of Virginia and West Virginia, under an act of the Virginia Legislature entitled an "act to provide for the completion of a line or lines of railroad from the waters of the Chesapeake to the Ohio river," passed March 1st, 1867, and by an act under the same title of the West Virginia Legislature, passed February 26th, 1867, and under other acts referred to in these acts.

The Chesapeake and Ohio railroad company defaulted on its coupons maturing November, 1873, and a receiver was appointed in October, 1875. On the 2d of April, 1878, the road was sold, and under a plan of reorganization in behalf of all parties interested, the present company was organized, to which the property was conveyed July 1st, 1878. In October, 1887, a receiver was again appointed, but in September, 1888, the courts released the property, a reorganization having been effected without a sale and the name of the company remained unchanged.

On the 1st of January, 1889, the line was extended from Ashland to Cincinnati by agreement with the Maysville and Big Sandy railroad company and the Covington and Cincinnati elevated railroad and transfer bridge company, under which agreements the Chesapeake and Ohio railway now operates these properties. Eight miles of road between Big Sandy river and Ashland, Ky., belong to the Elizabethtown, Lexington and Big Sandy railway company, and is used by the Chesapeake and Ohio railway company under a joint arrangement by which that road uses the tracks of the Chesapeake and Ohio railway for a like distance of eight miles from the Big Sandy river to Huntington.

The Chesapeake and Ohio now operates a continuous line from tidewater at Fortress Monroe to Cincinnati.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|--------------------------|-----------------------|-----------------------------|
| M. E. Ingalls..... | Cincinnati, Ohio..... | October 21, 1890. |
| W. P. Anderson..... | Cincinnati, Ohio..... | |
| Geo. T. Bliss..... | New York..... | |
| C. H. Caster..... | New York..... | |
| Chas. D. Dickey, Jr..... | New York..... | |
| C. P. Huntington..... | New York..... | |
| Ex. Norton..... | New York..... | |
| Geo. S. Scott..... | New York..... | |
| Samuel Spencer..... | New York..... | |
| A. J. Thomas..... | New York..... | |
| Henry T. Wickham..... | Richmond, Va..... | |

Date of last meeting of stockholders for election of directors—October 23d, 1889.

Postoffice address of general office—Richmond, Va.

Postoffice address of operating office—Richmond, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|-----------------------|---------------------|
| President | M. E. Ingalls..... | Cincinnati, Ohio. |
| Vice-President | Geo. T. Bliss..... | New York, N. Y. |
| Secretary..... | C. E. Wellford..... | Richmond, Va. |
| Treasurer..... | T. O. Barbour..... | Richmond, Va. |
| General Solicitor..... | Henry T. Wickham..... | Richmond, Va. |
| Auditor..... | L. F. Sullivan..... | Richmond, Va. |
| Chief Engineer..... | L. B. Jackson..... | Cincinnati, Ohio. |
| General Superintendent..... | G. W. Stevens..... | Richmond, Va. |
| Division Superintendent..... | C. E. Doyle..... | Richmond, Va. |
| Division Superintendent..... | H. Frazier..... | Huntington, W. Va. |
| Superintendent of Telegraph..... | M. B. Leonard..... | Richmond, Va. |
| Traffic Manager..... | Oscar G. Murray..... | Cincinnati, Ohio. |
| Freight Traffic Manager..... | W. P. Walker, Jr..... | Cincinnati, Ohio. |
| General Freight Agent..... | E. D. Hotchkiss..... | Richmond, Va. |
| General Passenger and Ticket Agent..... | H. W. Fuller..... | Cincinnati, Ohio. |
| General Baggage Agent..... | C. Lorraine..... | Richmond, Va. |
| Coal and Fuel Agent..... | J. W. Hopkins..... | Richmond, Va. |
| Real Estate Agent..... | Geo. W. Lewis..... | Cincinnati, Ohio. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|------------------------|------------------------|------------------------------------|--|
| | From— | To— | | |
| Chesapeake and Ohio Railway | Fort Monroe, Va..... | Big Sandy, W. Va..... | 511.2 | |
| Chesapeake and Cincinnati division..... | Ashland, Ky..... | Cincinnati, Ohio..... | 145.2 | |
| Chesapeake and James river division..... | Richmond, Va..... | Clifton Forge, Va..... | 232.5 | |
| Chesapeake and Lexington branch..... | Balcony Falls, Va..... | Lexington, Va..... | 21.1 | |
| Chesapeake and Riverview branch..... | Riverview, W. Va..... | Rush Cr'k M'ns, W. Va. | 3 | |
| Chesapeake & Misel branch..... | Brema, Va..... | Arvon, Va..... | 8 | 921 |
| Buckingham R. R..... | Big Sand, W. Va..... | Ashland, Ky..... | 4.1 | 4.1 |
| Main line between..... | | | 6.5 | 6.5 |
| Total..... | | | | 931.6 |

Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of which affect the General Balance Sheet.

| NAME. | CHARACTER OF BUSINESS. | TITLE. (Owned, Leased, etc.) | STATE OR TERRITORY. |
|--|--|---------------------------------|-------------------------|
| Miscellaneous rents..... | Rental of property..... | C. & O. R'y. | Va., W. Va., Ky., Ohio. |
| James river water-power } Richmond Docks..... | Water-power..... | C. & O. R'y..... | Virginia. |
| C. & C. E. R. R. & T. & B. Co. | Transfer and Tolls..... | C. & O. R'y..... | Ky. and Ohio. |
| Floating property..... | Transfer of passenger and Freight..... | C. & O. R'y..... | Virginia. |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total am't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--|--------------------------------------|---|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 460,000 | \$100 00 | \$46,000,000 | \$46,000,000 | | |
| First preferred..... | 130,000 | 100 00 | 13,000,000 | 13,000,000 | | |
| Second preferred..... | 120,000 | 100 00 | 12,000,000 | 12,000,000 | | |
| Total | 710,000 | \$100 00 | \$71,000,000 | \$71,000,000 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash real'd on am't issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for re-organization, common..... | | | 410,000 | | | |
| Issued for reorganization, preferred..... | | | 230,000 | | | |
| Issued for purchase of R. & A. R'y—common..... | 50,000 | | 50,000 | | | |
| First preferred..... | 10,000 | | 10,000 | | | |
| Sec'd preferred..... | 10,000 | | 10,000 | | | |
| Total | 70,000 | | 710,000 | | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | Time. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | Rate. | INTEREST. | | |
|---|----------------|-----------|-----------------------------|-----------------|---------------------|-------------------------------------|---------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount matured during year. |
| First con. mortgage 5 per cent. | Various. | 1938 | \$30,000,000 00 | \$20,175,000 00 | \$20,175,000 00 | Reorganization. | 5 per cent. | May & Nov. | \$381,147 01 | \$893,437 50 |
| Purchase money fund- ing 6 per cent. | 1878 | 1896 | 2,300,000 00 | 2,287,000 00 | 2,287,000 00 | \$5,433,382 50 | 6 per cent. | Jan. & July. | 137,220 00 | 137,700 00 |
| Gold mortgage 6 per ct. | 1878 | 1908 | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 1,318,750 00 | 6 per cent. | April & Oct. | 120,000 00 | 123,040 00 |
| Gold mortgage 6 per ct. | 1881 | 1911 | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 1,500,250 00 | 6 per cent. | April & Oct. | 120,000 00 | 120,680 00 |
| Gold mortgage 6 per ct. | 1882 | 1922 | 3,000,000 00 | 142,000 00 | 142,000 00 | 115,500 00 | 6 per cent. | June & Dec. | 8,320 00 | 10,000 00 |
| Gold mortgage "B" 6 per cent. | 1878 | 1908 | 15,000,000 00 | 14,907,200 00 | 35,724 17 | | 6 per cent. | May & Nov. | 4,248 10 | 10,060 00 |
| Mortgage 6 per cent. - Rich. & Alleghany R. | 1878 | 1918 | 10,122,500 00 | 10,107,133 87 | 25,897 22 | | 6 per cent. | Jan. & July. | 1,773 88 | 1,571 54 |
| † R. mortgage notes. | | | 850,000 00 | 847,000 00 | | | | | 38,115 00 | 38,100 00 |
| † First con'd mortgage gold "R. & A." | 1889 | | 5,000,000 00 | 5,000,000 00 | 5,000,000 00 | | 2 & 4 per ct. | Jan. & July. | 100,000 00 | 50,000 00 |
| † First con'd mortgage gold "R. & A." | 1889 | | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | | 4 per cent. | Jan. & July. | 20,000 00 | |
| † Second con'd mortgage gold "R. & A." | 1889 | | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | | 3 & 4 per ct. | Jan. & July. | 25,000 00 | 10,000 00 |
| New River Bridge Co. | | | 170,000 00 | 170,000 00 | 170,000 00 | | 6 per cent. | May & Nov. | 10,200 00 | 10,170 00 |
| Manchester "City" | | | 71,000 00 | 71,000 00 | 71,000 00 | | 8 per cent. | June & Dec. | 5,680 00 | 4,028 00 |
| Manchester "Improvement" | | | 36,000 00 | 36,000 00 | 36,000 00 | | 5 per cent. | Aug. & Feb. | 1,800 00 | 1,250 10 |
| Grand total | | | \$72,540,000 00 | \$50,832,399 87 | \$53,043,021 39 | \$6,372,452 50 | | | \$1,373,703 99 | \$1,513,137 04 |

* Taken up by committee. † Purchase of Richmond & Alleghany railway.

EQUIPMENT TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. | Remarks. |
|------------------------------|-----------------|----------------|---------------------|--------------------|----------|
| Equipment Trust—A | August 15, 1882 | 10 years | Twenty | 250 coal cars. | |
| " B | June 15, 1882 | " | " | 250 " " | |
| " C | Sept. 15, 1882 | " | " | 100 " " | |
| " D | June 15, 1883 | " | " | 20 engines. | |
| " E | June 15, 1883 | " | " | 500 gondola cars. | |
| " F | June 15, 1883 | " | " | 5 passenger cars. | |
| " G | Sept. 15, 1883 | " | " | 100 stock cars. | |
| " H | Sept. 15, 1883 | " | " | 150 box cars. | |
| " I | Sept. 15, 1883 | " | " | 250 box cars. | |
| " J | Sept. 15, 1883 | " | " | 500 box cars. | |
| " K | April 15, 1885 | " | " | 500 gondola cars. | |
| " L | July 15, 1886 | " | " | 200 flat cars. | |
| " M | August 15, 1886 | " | " | 10 locomotives. | |
| " N | April 15, 1887 | " | " | 125 box cars. | |
| " O | | | | 8 caboose cars. | |
| " P | | | | 8 passenger cars. | |
| " Q | | | | 85 flat cars. | |
| " R | | | | 15 baggage cars. | |
| " S | | | | 2 locomotives. | |
| " T | | | | 5 passenger cars. | |
| " U | | | | 3 sleeping cars. | |
| " V | | | | 25 stock cars. | |
| " W | | | | 50 flat cars. | |
| " X | | | | 3 baggage cars. | |
| " Y | | | | 14 locomotives. | |
| " Z | | | | 170 flat cars. | |
| " AA | | | | 65 gondola cars. | |
| " AB | | | | 83 box cars. | |
| " AC | | | | 25 stock cars. | |
| Alleghany Car Trust—A | August 1, 1885 | 5 " from 1890. | Six | | |
| " B | Nov. 1, 1885 | " " " | " | | |
| " C | April 1, 1885 | " " " | " | | |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | DEFERRED PAYMENTS— PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | |
|------------------------------|----------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|-----------------------------|
| | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. |
| Equipment Trust—A..... | \$123,000 00 | \$30,000 00 | \$38,730 00 | \$2,700 00 | | |
| " " " " B..... | 115,000 00 | 23,000 00 | 36,000 00 | 1,800 00 | | |
| " " " " C..... | 58,000 00 | 10,000 00 | 18,370 00 | 700 00 | | |
| " " " " D..... | 246,000 00 | 73,000 00 | 70,830 00 | 7,740 00 | | |
| " " " " E..... | 245,000 00 | 74,000 00 | 77,820 00 | 7,830 00 | | |
| " " " " F..... | 19,000 00 | 7,000 00 | 6,000 00 | 840 00 | \$45,900 00 | \$47,430 00 |
| " " " " G..... | 134,000 00 | 47,000 00 | 42,210 00 | 5,770 00 | | |
| " " " " H..... | 135,000 00 | 47,000 00 | 42,300 00 | 5,800 00 | | |
| " " " " I..... | 207,000 00 | 125,000 00 | 65,400 00 | 24,300 00 | | |
| " " " " J..... | 178,000 00 | 115,000 00 | 85,800 00 | 20,740 00 | | |
| " " " " K..... | 63,000 00 | 20,000 00 | 19,860 00 | 4,170 00 | | |
| " " " " L..... | 80,000 00 | 36,000 00 | 25,200 00 | 12,000 00 | | |
| " " " " M..... | 118,000 00 | 118,000 00 | 23,450 00 | 17,550 00 | | |
| " " " " N..... | 139,000 00 | 139,000 00 | 27,650 00 | 20,700 00 | 18,800 00 | 19,801 67 |
| " " " " O..... | 119,000 00 | 119,000 00 | 23,800 00 | 17,850 00 | | |
| Total..... | \$1,979,000 00 | \$1,063,000 00 | \$561,320 00 | \$150,810 00 | \$64,760 00 | \$67,321 67 |

6 per cent.

5 per cent.

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | | Amount outstanding. | | INTEREST. | |
|--------------------------------|-----------------|--|---------------------|--|-----------------------------|-----------------------------|
| | | | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$74,540,500 00 | | \$33,943,021 39 | | \$1,573,703 99 | \$1,513,137 04 |
| Miscellaneous obligations..... | 1,979,000 00 | | 1,063,000 00 | | 64,760 00 | 67,321 67 |
| Total..... | \$74,540,500 00 | | \$34,946,021 39 | | \$1,638,463 99 | \$1,580,459 71 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|----------------|---|----------------|
| Cash | \$468,361 76 | Loans and bills payable..... | \$1,473,768 46 |
| Bills receivable..... | 23,993 65 | Audited vouchers and accounts } | 1,241,436 71 |
| Due from agents..... | 239,007 31 | Wages and salaries | |
| Due from solvent companies and individuals..... | 118,697 38 | Net traffic balances due to other companies | 19,277 21 |
| Other cash assets..... | 524,838 80 | Matured interest coupons unpaid (including coupons due July 1st. | 197,820 79 |
| Balance current liabilities..... | 1,616,866 93 | Miscellaneous | 59,372 66 |
| Total..... | \$2,991,675 83 | Total..... | \$2,991,675 83 |

Materials and supplies on hand, \$385,825 36.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|----------------------------------|---------------------------|-----------------|----------------------|--------------------------|--------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$71,000,000 00 | \$71,000,000 00 | | 921 | \$77,090 12 |
| Bonds..... | 33,943,621 39 | 33,943,621 39 | | 921 | 36,855 18 |
| Equipment trust obligations..... | 1,003,000 00 | 1,003,000 00 | | 921 | 1,089 03 |
| Total | 105,946,621 39 | 105,946,621 39 | | 921 | \$115,034 33 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|--|-----------------|-----------------|----------------------|------------------|--------------------------|--------------|
| | | | | | Miles. | Amount. |
| Chesapeake & Ohio railway company..... | \$71,000,000 00 | \$34,946,621 39 | \$2,991,675 83 | \$108,938,297 22 | 925 | \$117,792 67 |
| Total..... | \$71,000,000 00 | \$34,946,621 39 | \$2,991,675 83 | \$108,938,297 22 | 925 | \$117,792 67 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|---|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. Charged to income ac- counts per- manent im- provements. Charged to con- struction or equipment. | | | |
| Construction: | | | | | |
| Other real estate..... | | \$5,260 18 | | | |
| Fences..... | \$2,777 42 | | | | |
| Grading and bridge and culvert masonry..... | | 6,658 56 | | | |
| Bridges and trestles..... | 49,980 24 | 109,383 51 | | | |
| Other superstructure..... | | 106,038 76 | | | |
| Buildings, furniture, and fixtures..... | 29,556 82 | 223,112 18 | | | |
| Telegraph line..... | 8 40 | | | | |
| Wharfing, etc..... | 6,135 49 | | | | |
| Sidings and yard ex- tensions..... | 37,401 07 | 385,372 10 | | | |
| Road built by con- tract..... | | 282,958 19 | | | |
| Purchase of con- structed road..... | | | | \$14,484,547 43 | |
| Other items..... | 1,108 10 | 49,538 48 | | 108,869 29 | Credit. |
| Total construc- tion..... | 126,967 54 | 1,178,321 96 | \$89,031,994 67 | 103,407,672 90 | |
| Equipment: | | | | | |
| Locomotives..... | | 18,320 00 | | | |
| Passenger cars..... | 20,680 00 | | | | |
| Sleeping, parlor and dining cars..... | 13,289 20 | | | | |
| Total equipment..... | 33,969 20 | 18,320 00 | | | |
| Total cost construc- tion, equipment, etc..... | \$160,936 74 | \$1,196,641 96 | \$89,031,994 67 | 103,407,672 90 | |

INCOME ACCOUNT.

| | | |
|--|----------------|----------------|
| Gross earnings from operation..... | \$7,161,949 37 | |
| Less operating expenses..... | 5,485,127 30 | |
| Income from operation..... | | \$1,706,822 07 |
| Miscellaneous income—less expenses..... | | 47,514 46 |
| Total income..... | | 1,754,336 53 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 1,638,463 99 | |
| Interest on interest-bearing current liabilities accrued, not other- wise provided for..... | 23,895 36 | |
| Rentals..... | 73,229 00 | |
| Taxes..... | 156,840 94 | |
| Other deductions..... | 77,632 71 | |
| Total deductions from income..... | | 1,970,082 00 |
| Deficit..... | | 215,745 47 |
| Deficit from operations of year ending June 30, 1890..... | | 215,745 47 |
| Deficit on June 30, 1889..... | | 179,275 85 |
| | | 380,021 32 |
| Deficit on June 30, 1890..... | | \$380,021 32 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$683,394 96 | | |
| Less repayments—total deductions..... | | \$7,770 97 | |
| Total passenger revenue..... | | | \$675,623 69 |
| Mail..... | | | 55,845 84 |
| Express..... | | | 43,880 54 |
| * Total passenger earnings..... | | | 775,350 07 |
| Freight: | | | |
| Freight revenue..... | 2,516,137 04 | | |
| Less repayments—total deductions..... | | 34,743 41 | |
| Total freight revenue..... | | | 2,481,393 73 |
| Total freight earnings..... | | | 2,481,393 73 |
| Total passenger and freight earnings..... | | | 3,256,743 80 |
| Other sources..... | | | 41,969 82 |
| Total other earnings..... | | | 41,969 82 |
| Total gross earnings from operation—Virginia..... | | | 3,298,713 62 |
| Total gross earnings from operation—entire line..... | | | \$7,161,949 37 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---------------------------------------|--------------------|-------|------------------------------|
| Buckingham railroad..... | \$36,500 00 | | |
| Chesapeake & Ohio grain elevator..... | 13,200 00 | | |
| Henrico railroad..... | 4,400 00 | | |
| Virginia State..... | 500 00 | | |
| Total..... | \$54,600 00 | | |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|--|------------------|-------|------------------------------|
| Greenbrier stock-yards..... | \$5,000 00 | | |
| Richmond grain elevator..... | 2,500 00 | | |
| Chesapeake & Ohio grain elevator..... | 1,000 00 | | |
| Greenbrier & New River railroad..... | 30,000 00 | | |
| Lynchburg & Concord turnpike company..... | 3,000 00 | | |
| Maysville & Blue Run turnpike company..... | 500 00 | | |
| Henrico Railroad & Coal securities..... | 2,000 00 | | |
| Total..... | \$44,000 00 | | |

MISCELLANEOUS INCOME.

| ITEMS. | Gross Income. | Less Expenses. | Net Miscellaneous income. |
|---|---------------|----------------|---------------------------|
| Miscellaneous rents..... | \$30,955 18 | | \$30,955 18 |
| James river water power and Richmond docks..... | 46,400 25 | \$29,840 97 | 16,559 28 |
| Total..... | \$77,355 43 | \$29,840 97 | \$47,514 46 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$16,889 96 | \$676,893 15 | \$845,783 11 |
| Renewals of rails..... | 37,115 73 | 148,462 92 | 185,578 65 |
| Renewals of ties..... | 13,592 88 | 54,371 53 | 67,964 41 |
| Repairs of bridges and culverts..... | 47,269 24 | 189,077 08 | 236,346 32 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 3,581 84 | 14,327 36 | 17,909 20 |
| Repairs of buildings..... | 20,969 93 | 83,879 70 | 104,849 63 |
| Repairs of docks and wharves..... | 2,300 93 | 10,268 02 | 12,568 95 |
| Repairs of telegraph..... | 3,870 49 | 15,481 97 | 19,352 46 |
| Other expenses..... | 20,126 61 | 80,506 44 | 100,633 05 |
| Total..... | 317,717 01 | 1,273,268 17 | 1,590,985 18 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 53,370 40 | 307,123 86 | 360,494 26 |
| Repairs and renewals of passenger cars..... | 192,810 40 | | 192,810 40 |
| Repairs and renewals of freight cars..... | | 349,656 12 | 349,656 12 |
| Repairs and renewals of ferry-boats, tugs, floats, and barges..... | 3,341 78 | 15,595 14 | 18,936 92 |
| Shop machinery, tools, etc..... | 5,515 77 | 22,063 08 | 27,578 85 |
| Other expenses..... | 24,445 75 | 98,199 78 | 122,645 53 |
| Total..... | 279,484 10 | 792,637 98 | 1,072,122 08 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 95,040 38 | 425,948 27 | 520,988 65 |
| Fuel for locomotives..... | 48,287 05 | 204,675 00 | 312,962 05 |
| Water supply for locomotives..... | 5,960 71 | 23,922 82 | 29,903 53 |
| All other supplies for locomotives..... | 6,058 07 | 24,232 26 | 30,290 33 |
| Wages of other trainmen..... | 88,155 38 | 362,338 18 | 450,493 56 |
| All other train supplies..... | 45,369 89 | 49,061 29 | 94,431 18 |
| Wages of switchmen, flagmen, and watchmen..... | 37,816 69 | 155,721 58 | 193,538 27 |
| Expense of telegraph, including train dispatchers and operators..... | 27,629 19 | 110,316 79 | 137,945 98 |
| Wages of station agents, clerks, and laborers..... | 52,524 23 | 275,038 19 | 327,562 42 |
| Station supplies..... | 2,659 77 | 10,639 06 | 13,298 83 |
| Car mileage—balance..... | | 1,744 48 | 1,744 48 |
| Loss and damage..... | 16,999 63 | 92,967 91 | 109,967 54 |
| Injuries to persons..... | 64,190 62 | 23,713 83 | 87,904 45 |
| Barges, floats, tugs, ferry boats, expenses of, in- cluding wages, fuel, and supplies..... | 1,866 21 | 7,464 86 | 9,331 07 |
| Other expenses..... | 19,260 73 | 90,740 78 | 119,001 51 |
| Total..... | 511,847 55 | 1,927,525 30 | 2,439,372 85 |
| General expenses: | | | |
| Salaries of officers..... | 17,951 94 | 54,383 35 | 72,335 29 |
| Salaries of clerks..... | 14,900 70 | 42,544 85 | 57,445 55 |
| General office expenses and supplies..... | 2,256 11 | 7,216 98 | 9,473 09 |
| Agencies, including salaries and rent..... | 42,290 01 | 12,780 86 | 55,070 87 |
| Advertising..... | 16,927 99 | 25 85 | 16,953 84 |
| Insurance..... | 2,674 77 | 10,699 06 | 13,373 83 |
| Expense of fast freight lines..... | | 49,397 76 | 49,397 76 |
| Expenses of traffic associations..... | | 1,183 35 | 1,183 35 |
| Expense of stock yards and elevators..... | 639 65 | | 639 65 |
| Rentals not otherwise provided for..... | 150 03 | 600 14 | 750 17 |
| Legal expenses..... | 8,333 74 | 33,334 98 | 41,668 72 |
| Stationery and printing..... | 7,074 63 | 12,976 01 | 20,050 64 |
| Other general expenses..... | 3,404 70 | 11,080 43 | 14,485 13 |
| Total..... | 116,513 57 | 236,133 62 | 352,647 19 |

OPERATING EXPENSES—Continued.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|----------------|
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 317,717 01 | 1,273,268 17 | 1,590,985 18 |
| Maintenance of equipment..... | 279,484 10 | 792,637 98 | 1,072,122 08 |
| Conducting transportation..... | 511,847 55 | 1,927,525 30 | 2,439,372 85 |
| General expenses..... | 116,513 57 | 230,133 02 | 352,647 19 |
| Grand total | 1,225,562 23 | 4,229,565 07 | 5,455,127 30 |
| Percentage of expenses to earnings—entire line..... | | | 76 |
| Operating expenses—State of Virginia: | | | |
| Maintenance of way and structures..... | 166,106 21 | 664,424 86 | 830,531 07 |
| Maintenance of equipment..... | 132,214 87 | 366,538 55 | 498,753 42 |
| Conducting transportation..... | 144,960 28 | 1,003,583 13 | 1,148,543 41 |
| General expenses..... | 71,098 20 | 144,350 88 | 215,449 08 |
| Total..... | \$514,379 56 | \$2,178,897 42 | \$2,693,276 98 |

RENTALS PAID.

Rents paid for Lease of Road.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|--------------------------|-------------------------------------|--------------------------------------|------------|------------|
| Buckingham railroad..... | | | \$1,282 44 | \$1,282 44 |
| Total rentals..... | | | | \$1,282 44 |

Rents Paid for Lease of Other Property.

| DESIGNATION OF PROPERTY. | Situation of property leased. | Name of company owning property leased. | Item. | Total. |
|-----------------------------|----------------------------------|--|-------|-------------|
| Miscellaneous rents..... | | Various..... | | \$71,946 56 |
| | | Total rentals..... | | 71,946 56 |
| | | Grand total rentals paid..... | | \$73,229 00 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1880. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|-----------------|-----------------|------------------|------------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$80,001,594 67 | | \$103,407,672 90 | | | |
| 18,100 00 | | 54,000 00 | | | |
| 134,087 00 | | 44,000 00 | | | |
| 880,985 28 | \$80,005,166 95 | 3,500,286 11 | \$107,012,539 01 | | |
| 989,485 84 | 989,485 84 | 1,374,808 90 | 1,374,808 90 | | |
| | | | | | |
| 249,399 08 | | 385,825 36 | | | |
| 127,197 52 | 376,596 60 | 13,569 73 | 399,355 09 | | |
| 170,275 85 | 170,275 85 | 386,021 32 | 386,021 32 | | |
| \$91,001,529 24 | \$91,001,529 24 | \$109,172,724 32 | \$109,172,724 32 | | |
| | | Grand total..... | | | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1880. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|-----------------|-----------------|------------------|------------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$94,000,000 00 | | \$71,000,000 00 | | | |
| 25,701,806 39 | \$80,701,806 39 | 34,946,021 39 | \$105,946,021 39 | | |
| 1,686,430 30 | 1,686,430 30 | 2,991,075 83 | 2,991,075 83 | | |
| 213,292 55 | 213,292 55 | 234,427 10 | 234,427 10 | | |
| \$91,001,529 24 | \$91,001,529 24 | \$109,172,724 32 | \$109,172,724 32 | | |
| | | Grand total..... | | | |

IMPORTANT CHANGES DURING THE YEAR.

A deed was made January 20th, 1890, by which the Chesapeake and Ohio railway company became the owner of the property, rights, franchises, &c., of the Richmond and Alleghany railway company, issuing the following securities on account of same:

- 50,000 shares common stock.
- 10,000 shares first preferred stock.
- 10,000 shares second preferred stock.
- \$5,000,000 00 first consolidated mortgage gold bonds.
- \$1,000,000 00 first consolidated mortgage gold bonds.
- \$1,000,000 00 second consolidated mortgage gold bonds.

CONTRACTS, AGREEMENTS, ETC.

Adams Express company:

The railroad contracts to furnish the express company suitable facilities on its trains and in its depots for doing an express business, the consideration being a yearly rental of \$60,000, payable monthly.

Old Dominion Steamship company:

A traffic agreement for a rail and water line between New York and points reached by the railroad. From local points on the Chesapeake and Ohio railway the Old Dominion Steamship company receives the following specific rates: Class 1, 22 cents; class 2, 18 cents; class 3, 14 cents; class 4, 12 cents; class 5, 11 cents; class 6, 10 cents. On business to and from through and competitive points, the rate to be prorated and the steamship company to have a constructive mileage of one hundred and sixty miles.

Kanawha Dispatch:

An agreement to establish a fast freight line, the various companies interested to maintain agencies and pay expenses of management in such relative proportion as shall be determined by the board of directors of the line. Said board consists of a member from each company interested in the line. The revenue from the business to be divided between the companies comprising the line at such percentages and arbitraries as may be agreed upon by the parties in interest.

Sleeping and parlor cars:

The Pullman Palace Car company agrees to furnish sleeping cars sufficient to meet the requirements of travel on the Chesapeake and Ohio railway. The Pullman company to keep in proper condition the furniture and bedding, and to renew and improve the same for ordinary wear and tear at its own expense. In case of accident the railroad company to repair the damage at the cost of the railroad company. The Pullman company to furnish also the necessary conductors and porters. The railroad company agrees to haul the cars free and keep them in good running order and repair, and to furnish lubricating material, ice, fuel, and material for lights, &c. The Pullman company to be entitled to collect such sums as may be usual on other lines furnishing equal accommodations.

Elizabethtown, Lexington and Big Sandy Railroad company:

The Chesapeake and Ohio railway runs over the tracks of the Elizabethtown, Lexington and Big Sandy Railroad company under an agreement by which that road uses the tracks of the Chesapeake and Ohio railway for a like distance of eight miles from the Big Sandy river to Huntington, no rent being charged either party, and the cost of maintaining the property between Ashland and Huntington being charged to the two companies in proportion to wheelage.

Western Union Telegraph company:

The Chesapeake and Ohio railway has a contract with the Western Union Telegraph company by which each company has the free use of its wires on the poles of the other. The telegraph company to handle the commercial business over all the lines of the railway company, the latter retaining 25 per cent. of the commercial telegraph receipts at its stations. The telegraph company is allowed free transportation of material to the extent of \$1,200 per year, the telegraph company allowing the free use of its wires beyond the line of the Chesapeake and Ohio railway under franks to the railway company to the extent of \$14,500 per annum, each company paying half rates on the excess beyond these limits.

United States mail:

The railway company transports the mails on its line, but has no contract with the government, but has always acted under the system of what is called "recognized compensation."

Richmond and Danville Railroad company—Virginia Midland division:

A traffic agreement for handling freight and passenger business between Charlottesville and Alexandria. From local freight on the Chesapeake and Ohio railway the Richmond and Danville receives the following specific rates: Class 1, 17 cents; class 2, 14 cents; class 3, 12 cents; class 4, 7½ cents; class 5, 6 cents; class 6, 5 cents. On through and competitive business freight the rates are prorated, allowing the Richmond and Danville one hundred and six miles. On passenger business the revenue from through traffic is divided pro rata between the companies on the basis of mileage.

Kanawha and Ohio railroad:

For interchange of traffic at South Ruffner, W. Va. (Charleston) all rates pro rated, allowing Kanawha and Ohio mileage of one hundred and thirty-six miles.

Merchants and Miners Transportation company:

A traffic agreement for a rail and water line between Boston, Mass., Providence, R. I., and Newport News, Va., and points on and reached by the Chesapeake and Ohio railway. The steamship company receives from and to local points on Chesapeake and Ohio railway the following specific rates:

| CLASS. | 1 | 2 | 3 | 4 | 5 | 6 |
|-----------------|----|----|----|----|----|----|
| Boston..... | 24 | 20 | 16 | 13 | 12 | 10 |
| Providence..... | 20 | 16 | 12 | 10 | 8 | 6 |

On business to and from through and competitive points, the rates to be pro-rated and the steamship company to have a mileage of three hundred miles.

Ohio River railroad:

A traffic agreement for interchange of business at Guyandotte, W. Va., based on rates being prorated on agreed mileage.

Buckingham railroad:

A lease for forty years from January 1st, 1885. The lessor to maintain and operate the road, etc., pay all taxes, etc. The lessee to be paid in money semi-annually as rental a sum equal to one-half the gross earnings for the preceding six months.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|--|----------------------|-----------------------------|--------------------------------------|---|------------------------|----------------------------|
| | From— | To— | | | | |
| | | Miles. | | | | |
| First consolidated mortgage 5 per cent. | Fort Monroe, Va. | Cincinnati, O. | 656.4 | | | |
| Purchase money funding (1898) 6 per cent. | Richmond, Va. | Huntington, W. Va. | 419 | | | |
| Gold mortgage (1898) 6 per cent. | Richmond, Va. | Newport News, Va. | 494 | | | |
| Gold mortgage (1898) 6 per cent. | Richmond, Va. | Huntington, W. Va. | 419 | | | |
| Gold mortgage (1911) 6 per cent. | Richmond, Va. | Newport News, Va. | 75 | | | |
| Gold mortgage (1922) 6 per cent. | Phoenix, Va. | Newport News and terminals. | 7.8 | | | |
| Gold mortgage (1918) 6 per cent. | Richmond, Va. | Huntington, W. Va. | 419 | | | |
| First consolidated mortgage gold—R. & A. Div. | Richmond, Va. | Clifton Forge, Va. | 253.6 | | | |
| First consolidated mortgage gold—R. & A. Div. | Richmond, Va. | Clifton Forge, Va. | 253.6 | | | |
| Second consolidated mortgage gold—R. & A. Div. | Richmond, Va. | Clifton Forge, Va. | 253.6 | | | |
| Equipment Trust—A. | | | | 250 coal cars. | | |
| " B. | | | | 250 coal cars. | | |
| " C. | | | | 100 coal cars. | | |
| " D. | | | | 20 locomotives. | | |
| " E. | | | | 500 gondolas. | | |
| " F. | | | | 500 gondolas. | | |
| " G. | | | | 5 passenger cars. | | |
| " H. | | | | 100 stock cars. | | |
| " I. | | | | 150 box cars. | | |
| " J. | | | | 250 box cars. | | |
| " K. | | | | 500 box cars. | | |
| " L. | | | | 500 box cars. | | |
| " M. | | | | 200 flat cars. | | |
| " N. | | | | 10 locomotives. | | |
| " O. | | | | 125 box cars, 8 passenger cars, 85 flat cars, 5 baggage cars, 2 locomotives. | | |
| " P. | | | | 5 passenger cars, 3 sleeping cars, 25 stock cars, 50 flat cars, 3 baggage cars, 14 locomotives. | | |
| " Q. | | | | 170 flat cars, 65 gondolas, 83 box cars, 23 stock cars. | | |
| Allegheny Car Trust—A. | | | | | | |
| " B. | | | | | | |
| " C. | | | | | | |

EMPLOYEES AND SALARIES—ENTIRE LINE.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 18 | \$67,888 55 | |
| General office clerks..... | 129 | 91,842 30 | \$1 95 |
| Station agents..... | 181 | 90,872 68 | 1 10 |
| Other station men..... | 816 | 415,782 09 | 1 40 |
| Enginemen..... | 340 | 374,173 03 | 3 00 |
| Firemen..... | 354 | 181,276 65 | 1 50 |
| Conductors..... | 173 | 174,371 60 | 2 75 |
| Other trainmen..... | 443 | 280,414 72 | 1 75 |
| Machinists..... | 253 | 163,041 27 | 1 80 |
| Carpenters..... | 380 | 230,751 97 | 1 65 |
| Other shopmen..... | 605 | 291,221 95 | 1 30 |
| Section foremen..... | 179 | 94,806 06 | 1 45 |
| Other trackmen..... | 488 | 161,793 96 | 90 |
| Switchmen, flagmen, and watchmen..... | 423 | 196,610 28 | 1 30 |
| Telegraph operators and dispatchers..... | 209 | 110,403 11 | 1 45 |
| Employees—account floating equipment..... | 45 | 17,083 56 | 1 05 |
| All other employees and laborers..... | 1,987 | 943,172 09 | 1 30 |
| Total (including "general officers")—entire line..... | 7,032 | \$3,885,706 77 | |
| Distribution of above: | | | |
| General administration..... | 147 | 156,730 85 | |
| Maintenance of way and structures..... | 667 | 256,600 92 | |
| Maintenance of equipment..... | 2,241 | 1,156,601 24 | |
| Conducting transportation..... | 3,977 | 2,312,773 70 | |
| Total (including "general officers")—entire line..... | 7,032 | \$3,885,706 77 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|--|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 1,470,642 | |
| Number of passengers carried one mile..... | 71,500,114 | |
| Average distance carried..... | 4,896 | |
| Total passenger revenue..... | | 1,471,500 50 |
| Average amount received from each passenger..... | | 1 00 |
| Average receipts per passenger per mile..... | | 2 06 |
| Passenger earnings per mile of road..... | | 1,580 56 |
| Passenger earnings per train mile..... | | 76.50 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 3,760,577 | |
| Number of tons carried one mile..... | 1,006,323,855 | |
| Average distance haul of one ton..... | 267 | |
| Total freight revenue..... | | 5,385,401 75 |
| Average amount received for each ton of freight..... | | 1 43.2 |
| Average receipts per ton per mile..... | | 5.36 |
| Freight earnings per mile of road..... | | 5,784 53 |
| Freight earnings per train-mile..... | | 1 20.3 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 6,856,902 25 |
| Passenger and freight revenue per mile of road..... | | 7,365 09 |
| Passenger and freight earnings..... | | 7,065,071 47 |
| Passenger and freight earnings per mile of road..... | | 7,577 95 |
| Gross earnings from operation..... | | 7,161,949 37 |
| Gross earnings from operation per mile of road..... | | 7,692 74 |
| Expenses..... | | 5,455,127 30 |
| Expenses per mile of road..... | | 5,859 38 |
| Train mileage: | | |
| Miles run by passenger trains..... | 1,925,597 | |
| Miles run by freight trains..... | 4,431,430 | |
| Total mileage trains earning revenue..... | | |
| Mileage of loaded freight cars—north or east..... | 6,357,027 | |
| Mileage of loaded freight cars—south or west..... | 49,539,891 | |
| Mileage of empty freight cars—north or east..... | 18,355,351 | |
| Mileage of empty freight cars—south or west..... | 2,955,422 | |
| | 37,791,803 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight origina- ting on this road. Whole tons. | Freight received from connect- ing roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|---|--|--|---------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture : | | | | |
| Grain..... | 37,580 | 178,746 | 216,326 | 5.76 |
| Flour..... | 14,024 | 71,384 | 85,408 | 2.27 |
| Other mill products..... | 13,459 | 34,696 | 48,155 | 1.28 |
| Hay..... | 14,619 | 46,678 | 61,297 | 1.63 |
| Tobacco..... | 28,688 | 43,688 | 72,376 | 1.92 |
| Cotton..... | | 11,250 | 11,250 | .30 |
| Fruit and vegetables and other articles..... | 14,912 | 21,830 | 36,742 | .98 |
| Products of animals: | | | | |
| Live stock..... | 19,311 | 21,730 | 41,041 | 1.09 |
| Dressed meats..... | 9,695 | 21,893 | 31,588 | .84 |
| Other packing-house products..... | | | | |
| Wool..... | 1,116 | 3,554 | 4,670 | .13 |
| Hides and leather, and other articles..... | 2,920 | 2,997 | 5,917 | .16 |
| Products of mines: | | | | |
| Bituminous coal..... | 1,464,856 | | 1,464,856 | 38.95 |
| Coke..... | 234,064 | | 234,064 | 6.23 |
| Ores..... | 148,427 | 200 | 148,627 | 3.95 |
| Stone, sand, and other like articles..... | 121,295 | 32,690 | 153,985 | 4.10 |
| Products of forest: | | | | |
| Lumber..... | 156,139 | 28,733 | 184,872 | 4.91 |
| Other articles..... | 94,825 | 65,103 | 159,928 | 4.25 |
| Manufactures : | | | | |
| Petroleum and other oils..... | 27,173 | 31,661 | 58,834 | 1.57 |
| Sugar..... | 5,030 | 12,373 | 17,403 | .46 |
| Iron, pig and bloom..... | 157,858 | 4,104 | 161,962 | 4.31 |
| Cement, brick and lime..... | 39,501 | 337 | 39,838 | 1.06 |
| Agricultural Implements..... | 3,922 | 3,273 | 7,195 | .19 |
| Wines, liquors, and beers..... | 8,050 | 18,049 | 26,099 | .69 |
| Household goods and furniture..... | 2,725 | 2,569 | 5,294 | .14 |
| Other articles..... | 16,846 | 14,005 | 30,851 | .82 |
| Merchandise..... | 216,098 | 218,504 | 434,602 | 11.55 |
| Miscellaneous—other commodities not mentioned above..... | 4,224 | 13,173 | 17,397 | .46 |
| Total tonnage—entire line..... | 2,857,357 | 903,220 | 3,760,577 | 100 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---------------------------|------------------------------|----------------------------|-----------------------|-------------------------------------|----------------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 61 | 61 | Westing-house. | | |
| Freight..... | 37 | 121 | 56 | " | | |
| Switching..... | | 9 | 3 | " | | |
| Total..... | 37 | 191 | 120 | Westing-house. | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | 4 | 29 | 29 | Westing-house. | 29 | Janney. |
| Second-class passenger cars..... | | 26 | 26 | " | 26 | " |
| Combination passenger cars..... | 1 | 12 | 12 | " | 12 | " |
| Emigrant cars..... | | 7 | 7 | " | 7 | " |
| Dining cars..... | | 4 | 4 | " | 4 | " |
| Parlor cars..... | 2 | 2 | 2 | " | 2 | " |
| Baggage, express, and postal cars..... | 1 | 33 | 33 | " | 33 | " |
| Other cars in passenger service..... | | 7 | 7 | " | 7 | " |
| Total..... | 8 | 120 | 120 | Westing-house. | 120 | Janney. |
| Cars in freight service: | | | | | | |
| Box cars..... | 30 | 2,178 | 1,100 | Westing-house. | | |
| Flat cars..... | | 443 | | | | |
| Stock cars..... | | 130 | | | | |
| Coal cars..... | | 1,495 | 500 | " | | |
| Refrigerator cars..... | | 100 | | | | |
| Other cars..... | | 1,146 | | | | |
| Total..... | 30 | 5,492 | 1,600 | Westing-house. | | |
| Cars in company's service: | | | | | | |
| Gravel cars..... | | 78 | | | | |
| Derrick cars..... | 1 | 8 | | | | |
| Caboose cars..... | | 139 | | | | |
| Other road cars..... | | 141 | | | | |
| Total..... | 1 | 366 | | | | |
| Total owned..... | 76 | 6,169 | 1,840 | Westing-house. | 120 | |
| Cars leased: | | | | | | |
| Passenger, baggage and sleeping cars..... | | 24 | 24 | Westing-house. | 24 | Janney. |
| Freight..... | | 4,059 | | | | |
| Locomotives..... | | 46 | 26 | " | | |
| Grand total..... | 76 | 10,298 | 1,890 | Westing-house. | 144 | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|------------------------------------|--------------------------------------|-------------------------|---------------------------------------|--------|----------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | 888.90 | 32.10 | 4.10 | 6.50 | 931.60 | | | |
| Miles of second track..... | 8.30 | | | | 8.30 | | | |
| Miles of yard track, sidings, and spurs..... | 295.00 | | | | 295.00 | | | |
| Total mileage oper'd (all tracks)..... | 1,192.20 | 32.10 | 4.10 | 6.50 | 1,234.90 | | | 1,234.90 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under contract, etc. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---|------------------------------------|---------------------|------------------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia | 538.50 | 24.10 | 4.10 | 566.70 | | | |
| West Virginia..... | 205.40 | 8.00 | | 213.40 | | | |
| Kentucky | 144.50 | | | 144.50 | 6.50 | | |
| Ohio | .50 | | | .50 | | | |
| Total mileage oper'd (single track).... | 888.90 | 32.10 | 4.10 | 925.10 | 6.50 | | 931.60 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|-----------|------------------|--|
| Steel..... | 15,548.76 | 75 lbs. | |
| Total steel..... | 15,548.76 | 75 lbs. | |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|------------|---------|--------------------------------------|
| Oak | 376,138 | 35 |
| Total..... | 376,138 | 35 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total coal consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|--------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 51,969 | 37 | 377½ | 51,969 | 1,855,844 | 56.01 |
| Freight | | 257,129 | | 1,014¾ | 257,125 | 4,811,143 | 106.89 |
| Switching..... | | 41,164 | | 219½ | 41,164 | 2,015,865 | 40.84 |
| Construction..... | | | | | | | |
| Total..... | | 350,262 | | 1,611½ | 350,262 | 8,682,852 | 80.68 |
| Average cost at distributing point..... | | 93c. | | \$1 52 | | | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------------|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | 1 | 66 | | 2 | 1 | 3 | 2 | 71 |
| Falling from trains and engines .. | 4 | 20 | | | | | 4 | 20 |
| Overhead obstructions | 1 | 9 | | | | | 1 | 9 |
| Collisions | 2 | 19 | | | | 1 | 2 | 20 |
| Derailments..... | | 6 | | | | 1 | | 7 |
| Other train accidents | 1 | 3 | | | 3 | 8 | 4 | 11 |
| Other causes | 1 | 9 | | 1 | 2 | 7 | 3 | 17 |
| Total..... | 10 | 132 | | 3 | 6 | 20 | 16 | 155 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|-----------------------------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | | 3 | | | | | | 3 |
| Derailments..... | 1 | 15 | | | | | 1 | 15 |
| Other train accidents | | | | 2 | | | | 2 |
| At highway crossings | | | | | 1 | 4 | 1 | 4 |
| Other causes | 1 | 5 | 10 | 17 | | 1 | 11 | 23 |
| Total..... | 2 | 23 | 10 | 19 | 1 | 5 | 13 | 47 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | PROFILE. | | | | | | |
|--------------------------------|------------------------|--------|-------------------|----------------------------------|--------------------------|-----------------------|-------------------|-----------------|--------------------|---------|--|--------|
| From— | To— | MILES. | Number of curves. | Aggregate length of curved line. | Length of straight line. | Length of level line. | ASCENDING GRADES. | | DESCENDING GRADES. | | Aggregate length of descending grades. | |
| | | | | Miles. | Miles. | Miles. | Number. | Sum of ascents. | Feet. | Number. | Feet. | Miles. |
| Fort Monroe, Va..... | Richmond, Va..... | 85.1 | 43 | 18.18 | 66.92 | 22.55 | 67 | 634 | 32.71 | 51 | 608 | 28.84 |
| Richmond, Va..... | Clifton Forge, Va..... | 192.4 | 398 | 80.46 | 112.96 | 19.36 | 107 | 4,655 | 90.90 | 97 | 3,092 | 83.16 |
| Richmond, Va..... | Clifton Forge, Va..... | 232.5 | 546 | 120.01 | 103.55 | 139.49 | 84 | 1,071 | 88.67 | 8 | 85 | 4.40 |
| Richmond, Va..... | Huntington, W. Va..... | 225.3 | 421 | 112.24 | 113.80 | 46.35 | 36 | 1,396 | 48.61 | 62 | 1,031 | 131.39 |
| Clifton Forge, Va..... | Huntington, W. Va..... | 160.2 | 298 | 46.45 | 113.75 | 94.73 | 53 | 222 | 26.25 | 70 | 418 | 32.22 |
| Bremo, Va..... | Cincinnati, Ohio..... | 4.5 | 29 | 2.84 | 1.71 | .93 | 7 | 75 | 2.01 | 14 | 161 | 1.61 |
| Balcony Falls, Va..... | Lexington, Va..... | 21 | 58 | 12.63 | 7.35 | 9.68 | 15 | 290 | 8.88 | 5 | 40 | 1.73 |
| Total..... | | 922 | 1,705 | 402.10 | 520.04 | 334.29 | 362 | 8,253 | 297.46 | 293 | 6,698 | 285.35 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-----------------------------|---------|-----------------|-------|-----------------|-------|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone | 6 | 18 | ..... | 225 | ..... | 660 | | | |
| Iron | 51 | 20 | ..... | 766 | ..... | 8,083 | 5 | | |
| Wooden | 1 | 59 | ..... | 59 | ..... | 59 | | | |
| Combination..... | 3 | 137 | ..... | 432 | ..... | 765 | | | |
| Total..... | 61 | | | | | 9,567 | 5 | | |
| Trestles | 229 | 12 | ..... | 3,117 | ..... | 37,246 | 4 | | |
| Tunnels | 18 | 95 | ..... | 4,253 | ..... | 18,859 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges | 10 | | | | | | | 16 | 4 |
| Trestles | 11 | | | | | | | 15 | 4 |
| Total..... | 21 | | | | | | | | |
| Overhead railway crossings: | | | | | | | | | |
| Bridges | 1 | | | | | | | 15 | 2 |
| Trestles | 1 | | | | | | | 21 | 5 |
| Total..... | 2 | | | | | | | | |

Gauge of track—4 feet, 9 inches.

TELEGRAPH.

Owned by company making this report.

| Miles of Line. | Miles of wire. | Name of operating company. |
|----------------|----------------|----------------------------------|
| 697 | 2,456 | Western Union Telegraph company. |

Owned by another company, but located on property of this road.

| MILES OF LINE. | MILES OF WIRE. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|----------------|---------------------------------|-----------------------------|
| 226 | 1,885 | Western Union Telegraph Co..... | Western Union Telegraph Co. |

OATH.

STATE OF VIRGINIA,
CITY OF RICHMOND, } ss.:

We, the undersigned, C. E. Wellford, secretary, and L. F. Sullivan, auditor of the Chesapeake and Ohio railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. E. WELLFORD,
Secretary.

L. F. SULLIVAN,
Auditor.

Subscribed and sworn to before me this 23d day of January, 1891.

LOUIS P. ECKER,
Notary Public.

PIEDMONT RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Piedmont railroad company.

Date of organization—1858.

Organized under the laws of the states of Virginia and North Carolina.

Operated by the Richmond and Danville railroad company.

OFFICERS.

The officers of this company are the same as the Richmond and Danville railroad company.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|-------------------------|--------------------|-------------------------|------------------------------------|--|
| | From— | To— | | |
| Piedmont railroad | Danville, Va. | Greensboro', N. C. | 48.4 | |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---------------------|------------------|--------------------|---------------------------|---------------------------------------|----------------|
| | From— | To— | | | |
| Piedmont railroad.. | Danville, Va.... | Greensboro', N. C. | Richmond & Danville | Lease..... | 48.4 |

Date of lease—20th February, 1872.

Piedmont railroad grants, leases, and delivers to Richmond and Danville railroad entire road, with all rolling stock, machinery, &c., all real estate, depots, offices, and buildings and improvements of every description, and other property, together with all franchises, rights of transportation and other rights of said road, so as to vest the said rights and privileges of said road in the Richmond and Danville railroad.

Richmond and Danville agrees to run and maintain said road, keeping same in like good condition as at date of lease, to extent only of ordinary repairs. Richmond and Danville agrees to pay annually as rental the sum of \$60,000.

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | Time. Date of issue. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | INTEREST. | | | |
|------------------------------|-----------------------------------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|----------------|-----------------------------|-----------------------------|
| | | | | | | Rate. | When payable. | Amount accrued during year. | Amount matured during year. |
| First mortgage | March, 1928. | \$500,000 | \$500,000 | \$500,000 | ..... | 6 per cent. | August & Octo. | \$30,000 | \$30,000 |
| Second mortgage | March, 1928. | 500,000 | 500,000 | 500,000 | ..... | 6 per cent. | ..... | 30,000 | 30,000 |
| Grand total ..... | ..... | \$1,000,000 | \$1,000,000 | \$1,000,000 | ..... | ..... | ..... | \$60,000 | \$60,000 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|----------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds | \$1,000,000 | \$1,000,000 | \$60,000 | \$60,000 |

INCOME ACCOUNT.

| | | |
|--------------------------------------|-----------|-------------|
| Income from lease of road..... | | \$60,000 00 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 60,000 00 | |
| Taxes..... | 5,173 47 | |
| Total deductions from income..... | | 65,173 47 |
| Deficit..... | | \$5,173 47 |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | Line of proprietary companies. | | Iron. | Steel. |
| Miles of single track..... | 48.4 | | | 48.4 | | 48.4 |
| Miles of yard track, sidings, and spurs..... | 7.1 | | | 7.1 | 7.1 | |
| Total mileage operated (all tracks)..... | 55.5 | | | 55.5 | 7.1 | 48.4 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total mileage, excluding trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------|--------|
| | Main line. | Branches and spurs. | Line operated under lease. | | Iron. | Steel. |
| Virginia..... | 5.10 | | | 5.1 | | 5.1 |
| North Carolina..... | 43.3 | | | 43.3 | | 43.3 |
| Total mileage operated (single track)..... | 48.4 | | | 48.4 | | 48.4 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|----------------------------|------------|----------|-----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other train accidents..... | | 1 | | | | | | |
| Total..... | | 1 | | | | | | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | PROFILE. | | | | | | | | |
|--------------------------------|--------------------|-----|------|------------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| FROM— | | TO— | | Miles. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Danville, Va..... | Greensboro', N. C. | | 48.4 | | | 16.3 | 32.1 | | | 1,239.6 | | | 817.6 | |

GAUGE OF TRACK.

Gauge of track 4 feet 9 inches. 48 4-10 miles.


OATH.

DISTRICT OF COLUMBIA,
CITY OF WASHINGTON, } ss:

We, the undersigned, Peyton Randolph, president, and M. C. Figg, ass't auditor of the Richmond and Danville railroad company, lessee Piedmont railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

PEYTON RANDOLPH,
General Manager.

M. C. FIGG,
Assistant Auditor.

 Not sworn to.

NORFOLK AND CAROLINA RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—The Norfolk and Carolina railroad company.

Date of organization—July 6, 1886.

Organized under the general laws of North Carolina, and acts of general assembly of North Carolina, March 7, 1887, January 21, 1889; acts of general assembly of Virginia, May 15, 1887, January 27, 1888.

Consolidated with the Western Branch railway company, chartered by the general assembly of Virginia February 19, 1886, and the Chowan and Southern railroad company chartered as stated above. Name changed February 14, 1889, to Norfolk and Carolina railroad company.

Date and authority for each consolidation—The Chowan and Southern under the act of January 27, 1888, of Virginia, purchased the entire property and franchises of the Western Branch railway company, and took possession of same July 1, 1888.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------|-----------------------|--|
| Geo. S. Scott..... | New York..... | First Thursday in October, 1890, and until their successors are elected. |
| C. S. Brice..... | New York..... | |
| H. C. Fahnestock..... | New York..... | |
| W. T. Walters..... | Baltimore, Md..... | |
| B. F. Newcomer..... | Baltimore, Md..... | |
| W. J. Doyle..... | Baltimore, Md..... | |
| H. Walters..... | Wilmington, N. C..... | |

Total number of stockholders at date of last election—8.

Postoffice address of general office—Norfolk, Va.

Postoffice address of operating office—Norfolk, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|--------------------------------------|------------------------|---------------------|
| President..... | Geo. S. Scott..... | New York. |
| Vice-President..... | H. Walters..... | Wilmington, N. C. |
| Secretary..... | Warren G. Elliott..... | Norfolk, Va. |
| Treasurer..... | Chas. G. Elliott..... | Norfolk, Va. |
| Attorney or General Counsel..... | Warren G. Elliott..... | Norfolk, Va. |
| General Auditor..... | W. A. Riach..... | Wilmington, N. C. |
| Assistant Auditor..... | Spencer LeGrand..... | Norfolk, Va. |
| General Manager..... | G. M. Serpell..... | Norfolk, Va. |
| Engineer Roadway..... | B. R. Dunn..... | Wilmington, N. C. |
| Supt. Transportation..... | J. R. Kenly..... | Wilmington, N. C. |
| General Freight and Pass. Agent..... | T. M. Emerson..... | Wilmington, N. C. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|-------------------------------|------------------------|-------------------------|------------------------------------|--|
| | From— | To— | | |
| Main line..... | Pinnars Point, Va..... | Tarboro', N. C..... | 101 | |
| Big Point branch..... | Bruce, Va..... | Pig Pt and Belleville.. | $\frac{63}{4}$ | |
| Bennett's Pasture branch..... | Driver, Va..... | Bennett's Pasture..... | $1\frac{1}{4}$ | |
| Armistead branch..... | Armistead, Va..... | S. & R. R. R., Va..... | $1\frac{1}{2}$ | |
| Total mileage operated..... | | | 110 $\frac{1}{2}$ | |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 550 | \$100 | \$1,500,000 | \$55,000 | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash received on the amount issued. | INTEREST. | | |
|------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. |
| First mortgage..... | Ap'l 1, 1889 | Ap'l 1, 1939 | \$1,500,000 00 | \$1,200,000 00 | \$1,200,000 00 | ..... | 5 per cent. | April & Oct. | \$50,000 00 |
| | | | | | | | | | \$50,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$1,200,000 00 | \$1,200,000 00 | \$50,000 00 | \$50,000 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|--------------|--|--------------|
| Cash | \$7,081 42 | Loans and bills payable..... | \$449,509 74 |
| Due from agents..... | 1,892 78 | Audited vouchers and accounts..... | 18,847 23 |
| Net traffic balances due from other companies | 12,148 35 | | |
| Due from solvent companies and individuals..... | 447,234 42 | | |
| Balance—current liabilities..... | | | |
| Total..... | \$468,356 97 | Total..... | \$468,356 97 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|-----------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$55,000 | \$55,000 | | 110.5 | \$497 74 |
| Bonds..... | 1,200,000 | 1,200,000 | | | 10,850 73 |
| Total..... | | \$1,255,000 | | | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|-------------------------|-------------------|--------------|-------------------------|----------------|-----------------------------|-------------|
| | | | | | Miles. | Amount. |
| Norfolk & Carolina..... | \$55,000 | \$1,200,000 | \$447,234 42 | \$1,702,234 42 | 110.5 | \$15,404 84 |

INCOME ACCOUNT.

| | | |
|--------------------------------------|-------------|-------------|
| Gross earnings from operation..... | \$72,534 61 | |
| Less operating expenses..... | 74,121 42 | |
| Deficit..... | | \$1,586 81 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 60,000 00 | |
| Taxes..... | 2,384 42 | |
| Total deductions from income..... | | 62,384 42 |
| Deficit..... | | \$63,971 23 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Total gross earnings from operation—Virginia..... | | | \$29,013 85 |
| Total gross earnings from operation—entire line..... | | | \$72,534 61 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|----------------------------------|--------------------------------|-------------|
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | | | |
| Maintenance of equipment..... | | | |
| Conducting transportation..... | | | |
| General expenses..... | | | \$74,121 42 |
| Grand total | | | |
| Percentage of expenses to earnings—entire line..... | | | 1 02 |
| Operating expenses—State of Virginia: | | | |
| Maintenance of way and structures..... | | | |
| Maintenance of equipment..... | | | |
| Conducting transportation..... | | | |
| General expenses..... | | | \$29,648 52 |
| Total..... | | | |
| Percentage of expenses to earnings—Virginia..... | | | 1 02 |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|---|--------|----------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| Capital stock..... | | | \$5,000 00 | | |
| Funded debt..... | | | 1,00,000 00 | | |
| Current liabilities..... | | | 477,234 42 | | |
| Accrued interest on funded debt not yet payable. | | | 15,000 00 | | |
| Grand total..... | | | \$1,717,234 42 | | |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|------------------------------|----------------------|---------------|-----------------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| First mortgage..... | Pinners Point..... | Tarboro'..... | 101. } 9.5 } | \$10,850 73 | Entire. | | |
| Branches..... | | | | | | | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--------------------------------------|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | . | 12 | | | | |
| Freight..... | | | | | | |
| Switching..... | | | | | | |
| Total | | 12 | | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 4 | | | | |
| Baggage, express, and postal cars... | | 3 | | | | |
| Total..... | | 7 | | | | |
| Cars in freight service..... | | 412 | | | | |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Total mileage operated. | RAILS. | |
|----------------------------|------------------------------------|---------------------|--------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 101 | 9½ | | 110½ | | 110½ |

Mileage Owned by Road Making this Report.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia..... | 34½ | 9½ | | 44 | | | 44 |
| North Carolina..... | 66½ | | | 66½ | | | 66½ |
| Total mileage operated (single track)..... | 101 | 9½ | | 110½ | | | 110½ |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------|------------|----------|-----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | 3 | | | 2 | 2 | 2 | 5 |
| Total..... | | 3 | | | 2 | 2 | 2 | 5 |

OATH.

STATE OF VIRGINIA,
CITY OF NORFOLK, } ss:

We, the undersigned, Goldsborough M. Serpell, general manager and Spencer LeGrand, assistant auditor of the Norfolk and Carolina railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

GOLDSBOROUGH M. SERPELL,
General Manager.

SPENCER LEGRAND,
Assistant Auditor.

Subscribed and sworn to before me this 2d day of February, 1891.

JOHN T. REID, JR.,
Notary Public.

SULPHUR MINES RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Sulphur Mines railroad company of Virginia.

Date of organization—Under charter approved March 7, 1884.

Organized under the laws of the state of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-------------------------|---------------------|-----------------------------|
| W. G. Crenshaw..... | Grassland, Va. | |
| C. J. Leigh..... | New York. | |
| C. H. Boshier..... | New York. | |
| W. D. Crenshaw, Jr..... | New York. | |
| Eugene Kelly..... | New York. | |
| Jos. B. Dunn..... | Amelia, Va. | |
| John H. Montague..... | Richmond, Va. | |
| F. D. Crenshaw..... | Richmond, Va. | |
| I. Davenport, Jr..... | Richmond, Va. | |
| J. R. Crenshaw..... | Richmond, Va. | |
| Howard Saunders..... | New York. | |

Postoffice address of general office— Richmond, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---------------------|---------------------|---------------------|
| President | W. G. Crenshaw..... | Richmond, Va. |
| Vice-President..... | E. Kelly. | |
| Secretary..... | S. D. Crenshaw. | |
| Treasurer..... | S. D. Crenshaw. | |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|----------------------------|--------------------|--------------------|------------------------------------|--|
| | From— | To— | | |
| Sulphur Mines Railroad Co. | Mineral city | Sulphur mines..... | 4 | |

Have no rolling stock, it being furnished by the C. & O. railway company, we having built this railroad for the purpose of transporting ore from our mines.

S. D. CRENSHAW,

Secretary.

ALEXANDRIA AND WASHINGTON RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—Alexandria and Washington railway company.

Date of organization—November 23, 1887.

Organized under the laws of the state of Virginia, 1853-4, page 41.

The Alexandria and Washington railroad company, organized under the laws of Virginia, 1873, chapter 61, was sold under foreclosure, July 9, 1887, and re-organized as above.

This company having been merged (with the Alexandria and Fredericksburg railway company) into the Washington Southern Railway company, its separate operations ceased on March 31, 1890.

ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|-----------------------|--------------------------------------|
| John P. Green..... | Philadelphia, Pa..... | Second Tuesday in November, 1890. |
| Andrew Jamieson..... | Alexandria, Va..... | |
| John Cassels..... | Washington, D. C..... | |
| George C. Wilkins..... | Baltimore, Md..... | |
| James P. Kerr..... | Baltimore, Md..... | |
| John S. Leib..... | Baltimore, Md..... | |

Total number of Stockholders at date of last election—8.

Date of last meeting of stockholders for election of directors—November 12, 1889.

Post-office address of general office—Alexandria, Va.

Postoffice address of operating office—Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------|----------------------|---------------------|
| President..... | John N. DuBarry..... | Philadelphia, Pa. |
| Secretary..... | Albert Hewson..... | Philadelphia, Pa. |
| Treasurer..... | John S. Leib..... | Baltimore, Md. |
| Auditor..... | John P. Kerr..... | Baltimore, Md. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|---------------------|-------------------------|------------------------------------|--|
| | From— | To— | | |
| Alexandria and Washington railway..... | Alexandria, Va..... | South end long bridge.. | 4.96 | |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total am't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---|--------------------------------------|---|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common.... | 3,000 | \$100 00 | \$300,000 | \$300,000 | | |
| Total | | | \$300,000 | \$300,000 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash real'd on am't issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| | | | | | | |
| Issued for re-organization, common..... | | | 3,000 | \$300,000 | Issued at par. | |
| Total | | | 3,000 | \$300,000 | | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|------------|---|------------|
| Balance current liabilities..... | \$3,389 33 | Miscellaneous | \$3,389 33 |
| Total..... | \$3,389 33 | Total..... | \$3,399 33 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$300,000 00 | | | 4.96 | \$60,483 87 |
| Total | \$300,000 00 | | | 4.96 | \$60,483 87 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|--|-------------------|-----------------|-------------------------|--------------|-----------------------------|-------------|
| | | | | | Miles. | Amount. |
| Alexandria and Wash- ington railway co..... | \$300,000 00 | | \$3,389 33 | \$303,389 33 | 4.96 | \$61,167 20 |
| Total..... | \$300,000 00 | | \$3,389 33 | \$303,389 33 | 4.96 | \$67,067 20 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPER- ATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction: | | | | | | |
| Right of way..... | | | | | | |
| Other real estate..... | | | | | | |
| Fences..... | | | | | | |
| Grading and bridge and culvert masonry. | | | | | | |
| Bridges and trestles... | | | | | | |
| Rails..... | | | | | | |
| Ties..... | | | | | | |
| Other superstructure. | | | | | | |
| Buildings, furniture, and fixtures..... | | | | | | |
| Shop machinery and tools..... | | | | | | |
| Engineer's expenses. | | | | | | |
| Interest during con- struction..... | | | | \$300,000 00 | \$300,000 00 | \$60,483 87 |
| Discount on securities sold for construction. | | | | | | |
| Telegraph line..... | | | | | | |
| Wharfing, etc..... | | | | | | |
| Sidings and yard ex- tensions..... | | | | | | |
| Terminal facilities and elevators..... | | | | | | |
| Road built by con- tract | | | | | | |
| Purchase of con- structed road..... | | | | | | |
| Other items..... | | | | | | |
| Total cost construc- tion, equipment, etc..... | | | | \$300,000 00 | \$300,000 00 | \$60,483 87 |

INCOME ACCOUNT.

| | | |
|---|-------------|------------|
| Gross earnings from operation..... | \$40,799 24 | |
| Less operating expenses..... | 37,779 84 | |
| Income from operation..... | | \$3,019 40 |
| Total income..... | | 3,019 40 |
| Deductions from income: | | |
| Other deductions..... | 7,556 36 | |
| Total deductions from income..... | | 7,556 36 |
| Deficit..... | | 4,536 96 |
| Deficit from operations of year ending June 30, 1890..... | | 4,536 96 |
| Deficit on June 30, 1889..... | | 1,147 63 |
| Deficit on June 30, 1890..... | | \$3,389 32 |

EXPLANATORY REMARKS.

The income account represents the nine months ending March 31, 1890.

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of re- payments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Total passenger revenue..... | | | \$16,173 27 |
| Mail..... | | | 1,432 27 |
| Express..... | | | 1,196 74 |
| Extra baggage and storage..... | | | 252 46 |
| Total passenger earnings..... | | | 19,074 74 |
| Freight: | | | |
| Total freight revenue..... | \$16,456 69 | | |
| Total freight earnings..... | | | 16,456 69 |
| Total passenger and freight earnings..... | | | 35,531 43 |
| Other earnings from operations: | | | |
| Rentals not otherwise provided for..... | 59 48 | | |
| Other sources..... | 5,208 33 | | |
| Total other earnings..... | | | 5,267 81 |
| Total gross earnings from operation—Virginia..... | | | 40,799 24 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|--------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$2,282 60 | \$978 25 | \$3,260 85 |
| Renewals of rails..... | 188 55 | 80 81 | 269 36 |
| Renewals of ties..... | 826 39 | 354 17 | 1,180 56 |
| Repairs of bridges and culverts..... | 761 01 | 326 15 | 1,087 16 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 347 14 | 148 77 | 495 91 |
| Repairs of buildings..... | 49 42 | 8 23 | 57 64 |
| Repairs of telegraph..... | 27 00 | 11 57 | 38 57 |
| Other expenses..... | 609 47 | 261 20 | 870 67 |
| Total..... | 5,091 57 | 2,169 15 | 7,260 72 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 2,189 69 | 1,273 75 | 3,463 44 |
| Repairs and renewals of freight cars..... | | 247 06 | 247 06 |
| Shop machinery, tools, etc..... | 11 51 | 4 93 | 16 44 |
| Other expenses..... | 400 46 | 171 63 | 572 09 |
| Total..... | 2,601 66 | 1,697 37 | 4,299 03 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 1,437 56 | 1,069 00 | 2,506 56 |
| Fuel for locomotives..... | 2,273 63 | 1,665 05 | 3,938 68 |
| Water supply for locomotives..... | 68 99 | 29 57 | 98 56 |
| All other supplies for locomotives..... | 170 20 | 87 69 | 257 89 |
| Wages of other trainmen..... | 1,655 32 | 1,906 85 | 3,562 17 |
| All other train supplies..... | 164 51 | 73 56 | 238 07 |
| Wages of switchmen, flagmen, and watchmen..... | 718 40 | 267 02 | 985 42 |
| Expense of telegraph, including train dispatchers and operators..... | 1,232 22 | 835 69 | 2,067 91 |
| Wages of station agents, clerks, and laborers..... | 2,101 71 | 2,659 07 | 4,760 78 |
| Station supplies..... | 34 02 | 20 76 | 54 77 |
| Car mileage—balance..... | 3,287 55 | 2,302 45 | 5,590 00 |
| Loss and damage..... | | 215 42 | 215 42 |
| Other expenses..... | 188 40 | 72 82 | 261 22 |
| Total..... | 13,332 51 | 11,204 94 | 24,537 45 |
| General expenses: | | | |
| Salaries of officers..... | 108 40 | 46 02 | 155 32 |
| Salaries of clerks..... | 249 31 | 106 85 | 356 16 |
| General office expenses and supplies..... | 8 48 | 3 64 | 12 12 |
| Advertising..... | 772 12 | | 772 12 |
| Insurance..... | | 4 31 | 4 31 |
| Legal expenses..... | 173 95 | 118 21 | 292 16 |
| Stationery and printing..... | 64 07 | 23 38 | 87 45 |
| Other general expenses..... | 2 10 | 90 | 3 00 |
| Total..... | 1,378 43 | 304 21 | 1,682 64 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 5,091 57 | 2,169 15 | 7,260 72 |
| Maintenance of equipment..... | 2,601 66 | 1,698 37 | 4,299 03 |
| Conducting transportation..... | 13,332 51 | 11,204 94 | 24,537 45 |
| General expenses..... | 1,378 43 | 304 21 | 1,682 64 |
| Grand total..... | \$22,404 17 | \$15,375 67 | \$37,779 84 |
| Percentage of expenses to earnings—Virginia..... | | | 92.59 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|------------------------------|-------|----------------------------|---------------------|
| Item. | Total. | Assets. | Item. | Total. | Increase. Decrease. |
| | \$300,000 00 | Cost of road..... | | \$300,000 00 | |
| | 1,147 63 | Cash and current assets..... | | 3,389 33 | 1,147 63 |
| | | Profit and loss..... | | | |
| | \$301,147 63 | Grand total..... | | \$303,389 33 | \$2,241 70 |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|--------------------------|-------|----------------------------|---------------------|
| Item. | Total. | Liabilities. | Item. | Total. | Increase. Decrease. |
| | \$300,000 00 | Capital stock..... | | \$300,000 00 | |
| | 1,147 63 | Current liabilities..... | | 3,389 33 | \$3,389 33 |
| | | Profit and loss..... | | | \$1,147 63 |
| | \$301,147 63 | Grand total..... | | \$303,389 33 | \$2,241 70 |

IMPORTANT CHANGES DURING THE YEAR.

Consolidated March 25, 1890, (with the Alexandria and Fredericksburg railway company), into the Washington Southern railway company.

EXPLANATORY REMARKS.

Employees included in report of Alexandria & Fredericksburg Railway Co.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 508,967 | |
| Number of passengers carried one mile..... | 1,480,284 | |
| Average distance carried..... | 3 | |
| Total passenger revenue..... | | \$16,173 27 |
| Average amount received from each passenger..... | | 3.178 |
| Average receipts per passenger per mile..... | | 1.092 |
| Estimated cost of carrying each passenger one mile..... | | 1.513 |
| Passenger earnings per mile of road..... | | 3,845 71 |
| Passenger earnings per train-mile..... | | 69.119 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 559,693 | |
| Number of tons carried one mile..... | 1,690,183 | |
| Average distance haul of one ton..... | 3 | |
| Total freight revenue..... | | 16,456 69 |
| Average amount received for each ton of freight..... | | 2.940 |
| Average receipts per ton per mile..... | | .973 |
| Estimated cost of carrying one ton one mile..... | | .909 |
| Freight earnings per mile of road..... | | 3,317 88 |
| Freight earnings per train-mile..... | | 1 26.853 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 32,629 96 |
| Passenger and freight revenue per mile of road..... | | 6,578 62 |
| Passenger and freight earnings..... | | 35,531 43 |
| Passenger and freight earnings per mile of road..... | | 7,163 59 |
| Gross earnings from operation..... | | 40,799 24 |
| Gross earnings from operation per mile of road..... | | 8,225 65 |
| Expenses..... | | 37,779 84 |
| Expenses per mile of road..... | | 7,616 90 |
| Train mileage: | | |
| Miles run by passenger trains..... | 27,597 | |
| Miles run by freight trains..... | 12,973 | |
| Total mileage trains earning revenue..... | 40,570 | |
| Miles run by switching trains..... | 820 | |
| Miles run by construction and other trains..... | 1,890 | |
| Grand total train mileage..... | 43,280 | |
| Mileage of loaded freight cars—north or east..... | 107,984 | |
| Mileage of loaded freight cars—south or west..... | 89,944 | |
| Mileage of empty freight cars—north or east..... | 43,900 | |
| Mileage of empty freight cars—south or west..... | 71,183 | |
| Average number of freight cars in train..... | 24,082 | |
| Average number of loaded cars in train..... | 15,257 | |
| Average number of empty cars in train..... | 8,825 | |
| Average number of tons of freight in train..... | 130,280 | |
| Average number of tons of freight in each loaded car..... | 8,539 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | | 11,596 | 11,596 | 2.072 |
| Flour..... | .001 | 11,659 | 11,660 | 2.084 |
| Other mill products..... | | 2,945 | 2,945 | .527 |
| Hay..... | | 2,621 | 2,621 | .471 |
| Tobacco..... | | 5,431 | 5,431 | .970 |
| Cotton..... | | 10,338 | 10,338 | 1.848 |
| Fruit and vegetables..... | | 54,458 | 54,458 | 9.731 |
| Other agricultural products..... | .002 | 4,629 | 4,631 | .828 |
| Products of animals: | | | | |
| Live stock..... | | 29,349 | 29,349 | 5.244 |
| Dressed meats..... | | 551 | 551 | .098 |
| Other packing-house products..... | | 723 | 723 | .130 |
| Poultry, game, and fish..... | | 504 | 504 | .090 |
| Wool..... | .001 | .066 | .067 | .010 |
| Hides and leather, and other articles..... | | 933 | 933 | .167 |
| Other products of animals..... | | 1,633 | 1,633 | .292 |
| Products of mines: | | | | |
| Anthracite coal..... | | 51,410 | 51,410 | 9.186 |
| Bituminous coal..... | | 487 | 487 | .087 |
| Ores..... | .001 | 2,276 | 2,277 | .407 |
| Stone, sand, and other like articles..... | | 9,638 | 9,638 | 1.723 |
| Other products of mines..... | | 128 | 128 | .023 |
| Products of forest: | | | | |
| Lumber..... | | 138,911 | 138,911 | 24.819 |
| Other products of the forest..... | | 8,608 | 8,608 | 1.538 |
| Manufactures: | | | | |
| Petroleum and other oils..... | | 17,367 | 17,367 | 3.103 |
| Sugar..... | | 6,620 | 6,620 | 1.183 |
| Naval stores..... | | 131 | 131 | .024 |
| Iron, pig and bloom..... | | 23,090 | 23,090 | 4.126 |
| Iron and steel rails..... | | 33,840 | 33,840 | 6.042 |
| Other castings and machinery..... | .020 | 42,791 | 42,811 | 7.749 |
| Bar and sheet metal..... | | 885 | 885 | .158 |
| Cement, brick and lime..... | 1.109 | 4,601 | 5,710 | 1.020 |
| Agricultural implements..... | .001 | 409 | 410 | .073 |
| Wagons, carriages, tools, etc..... | | 218 | 218 | .038 |
| Wines, liquors, and beers..... | | 4,558 | 4,558 | .814 |
| Household goods and furniture..... | | 2,057 | 2,057 | .367 |
| Other manufactures..... | | 57,742 | 57,742 | 10.316 |
| Merchandise..... | .005 | 5,435 | 5,440 | .971 |
| Miscellaneous—other commodities not mentioned above..... | | 9,916 | 9,916 | 1.771 |
| Total tonnage..... | 1,140 | 558,354 | 559,994 | 100 |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | New line constructed during the year. | RAILS. | |
|--|------------------------------------|---------------------|------------------------------------|--------------------------------------|-------------------------|---------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | 4.96 | | | | 4.96 | | | 4.96 |
| Miles of second track..... | 3.63 | | | | 3.63 | | | 3.63 |
| Miles of yard track, sidings, and spurs..... | 2.52 | | | | 2.52 | | 2.03 | .49 |
| Total mileage oper'd (all tracks)..... | 11.11 | | | | 11.11 | | 2.03 | 9.03 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Virginia | 4.96 | | | 4.96 | | 4.96 |
| Total mileage operated (single track)..... | 4.96 | | | 4.96 | | 4.96 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------------|---------|--------------------------------------|
| White oak—No. 1..... | 1,895 | 50 |
| No. 2..... | 200 | 40 |
| Total..... | 2,095 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total coal consumed, Tons. | Miles run. | Average pounds consumed per mile. |
|--|-------------|-------------|-------------|--------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | 77.81 | 659.85 | ..... | 3¾ | 739.35 | 27,597 | 53.58 |
| Freight ..... | ..... | 524.35 | ..... | 3 | 525.85 | 12,973 | 81.07 |
| Switching ..... | ..... | ..... | ..... | ..... | 280 | ..... | ..... |
| Construction ..... | ..... | 42.50 | ..... | ½ | 42.56 | 1,890 | 45.04 |
| Total | 77.81 | 1,226.70 | ..... | 6¼ | 1,307.76 | 43,280 | 60.43 |
| Average cost at distributing point | \$5 15 | \$2 80 | ..... | \$1 97 | ..... | ..... | ..... |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------------|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling ..... | ..... | 6 | ..... | ..... | ..... | ..... | ..... | 6 |
| Falling from trains and engines ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Collisions | 1 | 4 | ..... | ..... | ..... | ..... | 1 | 4 |
| Other causes ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 2 |
| Total | 1 | 11 | ..... | ..... | ..... | 2 | 1 | 13 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|--------------------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | | 1 | ..... | 1 | ..... | ..... | ..... | 2 |
| Other causes | | 1 | 2 | ..... | ..... | ..... | 2 | 1 |
| Total | | 2 | 2 | 1 | ..... | ..... | 2 | 3 |

EXPLANATORY REMARKS.

The accidents noted under "Other causes" were due to walking on track; getting on or off trains while in motion; being caught trying to pass between two portions of train; being struck on head by safety gate; lying asleep on track, &c.

BRIDGES, TRETTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-----------------------------|---------|-----------------|-------|-----------------|-------|-------------------|-------|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Wooden | 1 | 37 | ..... | 37 | ..... | 37 | ..... |  |  |
| Total..... | 1 | 37 | ..... | 37 | ..... | 37 | ..... |  |  |
| Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 4 |  | ..... |  | ..... |  | ..... | 17 | 2 |
| Total..... | 4 |  | ..... |  | ..... |  | ..... | 17 | 2 |
| Overhead railway crossings: | | | | | | | | | |
| Bridges..... | 1 |  | ..... |  | ..... |  | ..... | 16 | 3 |
| Total..... | 1 |  | ..... |  | ..... |  | ..... | 16 | 3 |

Gauge of track—4 feet, 9 inches; 4.96 miles.

TELEGRAPH.

Owned by another company, but located on property of this road.

| MILES OF LINE. | MILES OF WIRE. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|----------------|---------------------------------|----------------------------|
| 3.06 | 3.06 | Western Union Telegraph Co..... | Alex. & Washington R'y Co. |

OATH.

STATE OF PENNSYLVANIA,
CITY OF PHILADELPHIA, } ss.:

We, the undersigned, J. N. DuBarry, president, and John S. Leib, Treasurer, of the Alexandria and Washington railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. N. DuBARRY, *President.*

JOHN S. LEIB, *Treasurer.*

Subscribed and sworn to before me this 27th day of January, 1891.

AL. P. BURCHELL,
Notary Public.

STATE OF MARYLAND,
CITY OF BALTIMORE, } ss.:

Subscribed and sworn to before me this 28th day of January, 1891, by John S. Leib, treasurer.

THOMAS KELL BRADFORD,
Notary Public.

WASHINGTON SOUTHERN RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—Washington Southern railway company.

Date of organization—March 26, 1890.

Organized under the laws of the state of Virginia, act of general assembly, approved January 20, 1890.

Consolidated with the Alexandria and Fredericksburg railway company, acts of general assembly of Virginia, February 3, 1864, and March 4, 1871. Alexandria and Washington railway company, act of general assembly of Virginia, 1853 and 1854, page 41.

Date and authority for each consolidation—March 26, 1890, pursuant to act of general assembly, January 20, 1890.

ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|-----------------------|-----------------------------|
| John Cassels..... | Washington, D. C..... | April 7, 1891. |
| John P. Green..... | Philadelphia, Pa..... | |
| Andrew Jamieson..... | Alexandria, Va..... | |
| James P. Kerr..... | Baltimore, Md..... | |
| George C. Wilkins..... | Baltimore, Md..... | |

Total number of Stockholders at date of last election—17.

Date of last meeting of stockholders for election of directors—March 26, 1890.

Post-office address of general office—Alexandria, Va.

Postoffice address of operating office—Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------|----------------------|---------------------|
| President..... | John N. DuBarry..... | Philadelphia, Pa. |
| Secretary..... | Albert Hewson..... | Philadelphia, Pa. |
| Treasurer..... | John S. Leib..... | Baltimore, Md. |
| Auditor..... | James P. Kerr..... | Baltimore, Md. |
| Assistant Auditor..... | John S. Ruth..... | Baltimore, Md. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|------------------------|-------------------|------------------------------------|--|
| | From— | To— | | |
| Washington Southern railway company..... | South end long bridge. | Quantico, Va..... | 33.60 | 33.60 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|--|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 20,000 | \$50 00 | \$1,000,000 | \$1,000,000 | | |
| Total | 20,000 | 50 00 | 1,000,000 | 1,000,000 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash real'd on amt't issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| | | | | | | |
| Issued for construction—common..... | 20,000 | 1,000,000 | 20,000 | 1,000,000 | Issued at par. | |
| Total | 20,000 | 1,000,000 | 20,000 | \$1,000,000 | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | INTEREST. | | |
|------------------------------|----------------|-------------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. |
| First mortgage | May 1, 1890 | May 1, 1940 | \$2,500,000 | \$1,000,000 | \$1,000,000 | | 5 per cent. | May & Novem. | \$8,333 33 |
| Grand total..... | | | \$2,500,000 | \$1,000,000 | \$1,000,000 | | | | 8,333 33 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$1,000,000 | \$1,000,000 | \$8,333 33 | |
| Total | \$1,000,000 | \$1,000,000 | \$8,333 33 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|---|------------|---|------------|
| Cash..... | \$44 52 | Audited vouchers and accounts.... | \$44 50 |
| Net traffic balances due from other companies..... | 4,394 59 | Miscellaneous | 8,333 33 |
| Other cash assets..... | 3,389 33 | | |
| Balance current liabilities..... | 549 41 | | |
| Total..... | \$8,377 85 | Total..... | \$8,377 85 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------|----------------|----------------------|--------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$1,000,000 | | | 33.60 | \$29,761 90 |
| Bonds..... | 1,000,000 | | | 33.60 | 29,761 90 |
| Total | \$2,000,000 | | | 33.60 | \$59,523 80 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current Liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|-------------------------------------|----------------|--------------|----------------------|----------------|--------------------------|-------------|
| | | | | | Miles. | Amount. |
| Washington Southern railway co..... | \$1,000,000 | \$1,000,000 | \$549 41 | \$2,000,549 41 | 33.60 | \$59,540 16 |
| Total..... | \$1,000,000 | \$1,000,000 | \$549 41 | \$2,000,549 41 | 33.60 | \$59,540 16 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|--|---------------------------------------|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | |
| | | Charged to income ac- count as per- manent im- provements. |  |  |  | Charged to construc- tion or equipment. |
| Construction: | | | | | |
| Right of way..... | | | | | |
| Other real estate..... | | | | | |
| Fences..... | | | | | |
| Grading and bridge and culvert masonry..... | | | | | |
| Bridges and trestles..... | | | | | |
| Rails..... | | | | | |
| Ties..... | | | | | |
| Other superstructure..... | | | | | |
| Buildings, furniture, and fixtures..... | | | | | |
| Shop machinery and tools..... | | | | | |
| Engineer's expenses..... | | | | | |
| Interest during con- struction..... | | | | \$2,000,000 | \$59,523 80 |
| Discount on securities sold for construction..... | | | | | |
| Telegraph line..... | | | | | |
| Wharfing, etc..... | | | | | |
| Sidings and yard ex- tensions..... | | | | | |
| Terminal facilities and elevators..... | | | | | |
| Road built by con- tract..... | | | | | |
| Purchase of con- structed road..... | | | | | |
| Other items..... | | | | | |
| Total cost construc- tion, equipment, etc. | | | | \$2,000,000 | \$59,523 80 |

INCOME ACCOUNT.

| | | |
|--------------------------------------|-------------|------------|
| Gross earnings from operation..... | \$74,032 51 | |
| Less operating expenses..... | 66,113 77 | |
| Income from operation..... | | \$7,918 74 |
| Total income..... | | 7,918 74 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 8,333 33 | |
| Other deductions..... | 134 82 | |
| Total deductions from income..... | | 8,468 15 |
| Deficit..... | | 549 41 |
| Deficit on June 30, 1890..... | | \$549 41 |

EXPLANATORY REMARKS.

The income account includes the operations for the three months ending June 30, 1890.

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of re-payments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger: | | | |
| Total passenger revenue..... | | | \$33,373 86 |
| Mail..... | | | 5,211 41 |
| Express..... | | | 3,180 67 |
| Extra baggage and storage..... | | | 393 04 |
| Total passenger earnings..... | | | 41,158 98 |
| Freight: | | | |
| Total freight revenue..... | 30,959 84 | | |
| Total freight earnings..... | | | 30,959 84 |
| Total passenger and freight earnings..... | | | 72,118 82 |
| Other earnings from operations: | | | |
| Rentals not otherwise provided for..... | \$126 84 | | |
| Other sources..... | 1,786 85 | | |
| Total other earnings..... | | | 1,913 69 |
| Total gross earnings from operation—Virginia..... | | | \$74,032 51 |

EXPLANATORY REMARKS.

Earnings from operation are for three months ending June 30, 1890.

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|--------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$4,980 58 | \$3,320 39 | \$8,300 97 |
| Renewals of rails..... | 88 62 | 59 10 | 147 72 |
| Renewals of ties..... | 4,208 53 | 2,805 68 | 7,014 21 |
| Repairs of bridges and culverts..... | 1,389 70 | 926 48 | 2,316 18 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 33 75 | 22 50 | 56 25 |
| Repairs of buildings..... | 432 90 | 226 53 | 659 52 |
| Repairs of telegraph..... | 92 12 | 61 40 | 153 52 |
| Other expenses..... | 271 42 | 180 95 | 452 37 |
| Total..... | 11,497 71 | 7,603 03 | 19,100 74 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 2,048 76 | 1,299 92 | 3,348 68 |
| Repairs and renewals of passenger cars..... | 954 90 | | 954 90 |
| Repairs and renewals of freight cars..... | | 604 76 | 604 76 |
| Shop machinery, tools, etc..... | 56 20 | 37 47 | 93 67 |
| Other expenses..... | 170 92 | 113 94 | 284 86 |
| Total..... | 3,230 78 | 2,056 09 | 5,286 87 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 1,831 99 | 2,097 53 | 3,929 52 |
| Fuel for locomotives..... | 2,704 17 | 3,897 45 | 6,601 62 |
| Water supply for locomotives..... | 437 60 | 291 74 | 729 34 |
| All other supplies for locomotives..... | 194 43 | 180 22 | 374 65 |
| Wages of other trainmen..... | 2,312 10 | 3,698 31 | 6,010 41 |
| All other train supplies..... | 203 91 | 222 44 | 426 35 |
| Wages of switchmen, flagmen, and watchmen..... | 575 22 | 352 82 | 928 04 |
| Expense of telegraph, including train dispatchers and operators..... | 1,022 29 | 935 28 | 1,957 57 |
| Wages of station agents, clerks, and laborers..... | 2,034 44 | 2,311 95 | 4,346 39 |
| Station supplies..... | 307 79 | 241 59 | 549 38 |
| Car mileage—balance..... | 2,470 28 | 3,730 63 | 6,200 91 |
| Loss and damage..... | 580 12 | 1,283 17 | 1,863 29 |
| Other expenses..... | 752 64 | 188 81 | 941 45 |
| Total..... | 15,426 98 | 19,431 94 | 34,858 92 |
| General expenses: | | | |
| Salaries of officers..... | 149 39 | 99 58 | 248 97 |
| Salaries of clerks..... | 322 27 | 214 85 | 537 12 |
| General office expenses and supplies..... | 10 15 | 6 77 | 16 92 |
| Agencies, including salaries and rent..... | 933 32 | | 933 32 |
| Advertising..... | 820 56 | 10 00 | 830 56 |
| Insurance..... | 192 10 | 128 02 | 320 12 |
| Legal expenses..... | 1,850 80 | 1,233 85 | 3,084 65 |
| Stationery and printing..... | 476 19 | 419 39 | 895 58 |
| Total..... | 4,754 78 | 2,112 46 | 6,867 24 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 11,497 71 | 7,603 03 | 19,100 74 |
| Maintenance of equipment..... | 3,230 78 | 2,056 09 | 5,286 87 |
| Conducting transportation..... | 15,426 98 | 19,431 94 | 34,858 92 |
| General expenses..... | 4,754 78 | 2,112 46 | 6,867 24 |
| Grand total..... | \$34,910 25 | \$31,203 52 | \$66,113 77 |
| Percentage of expenses to earnings—Virginia..... | | | 89.30 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|------------------------------|--------|----------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| Cost of road..... | | | \$2,000,000 00 | | |
| Cash and current assets..... | | | 7,828 44 | | |
| Profit and loss..... | | | 549 41 | | |
| Grand total..... | | | \$2,008,377 85 | | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|--------------------------|--------|----------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| Capital stock..... | | | \$1,000,000 00 | | |
| Funded debt..... | | | 1,000,000 00 | | |
| Current liabilities..... | | | 8,377 85 | | |
| Grand total..... | | | \$2,008,377 85 | | |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|------------------------------|-----------------------------------|-------------------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | | | | |
| First mortgage..... | South end of long bridge, Va..... | Quantico, Va..... | 33.60 | None. | All. | None. |
| | | | \$20,761 90 | | | |

EMPLOYEES AND SALARIES—ENTIRE LINE.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| Station agents..... | 4 | \$2,820 00 | \$2 25 |
| Other station men..... | 20 | 9,002 04 | 1 44 |
| Conductors..... | 6 | 6,085 20 | 3 24 |
| Other trainmen..... | 40 | 19,369 80 | 1 55 |
| Carpenters..... | 8 | 5,068 20 | 2 02 |
| Section foremen..... | 7 | 3,840 00 | 1 75 |
| Other trackmen..... | 36 | 11,932 80 | 1 06 |
| Switchmen, flagmen, and watchmen..... | 16 | 5,736 00 | 1 15 |
| Telegraph operators and dispatchers..... | 11 | 4,943 28 | 1 44 |
| Total (including "general officers")..... | 148 | 68,797 32 | |
| Distribution of above: | | | |
| Maintenance of way and structures..... | 67 | 26,577 00 | 1 27 |
| Conducting transportation..... | 81 | 42,220 32 | 1 67 |
| Total (including "general officers")..... | 148 | \$68,797 32 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 198,596 | |
| Number of passengers carried one mile..... | 2,087,829 | |
| Average distance carried..... | 11 | |
| Total passenger revenue..... | | \$32,373 86 |
| Average amount received from each passenger..... | | 16.301 |
| Average receipts per passenger per mile..... | | 1.530 |
| Estimated cost of carrying each passenger one mile..... | | 1.672 |
| Passenger earnings per mile of road..... | | 1,224 97 |
| Passenger earnings per train-mile..... | | 1 15,068 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 198,261 | |
| Number of tons carried one mile..... | 4,148,770 | |
| Average distance haul of one ton..... | 21 | |
| Total freight revenue..... | | 30,959 84 |
| Average amount received for each ton of freight..... | | 15.615 |
| Average receipts per ton per mile..... | | .746 |
| Estimated cost of carrying one ton one mile..... | | .752 |
| Freight earnings per mile of road..... | | 921 42 |
| Freight earnings per train-mile..... | | 1 08,684 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 63,333 70 |
| Passenger and freight revenue per mile of road..... | | 1,884 93 |
| Passenger and freight earnings..... | | 72,118 82 |
| Passenger and freight earnings per mile of road..... | | 2,146 39 |
| Gross earnings from operation..... | | 74,032 51 |
| Gross earnings from operation per mile of road..... | | 2,203 34 |
| Expenses..... | | 66,113 77 |
| Expenses per mile of road..... | | 1,967 67 |
| Train mileage: | | |
| Miles run by passenger trains..... | 35,769 | |
| Miles run by freight trains..... | 28,486 | |
| Total mileage trains earning revenue..... | 64,255 | |
| Miles run by switching trains..... | 4,550 | |
| Miles run by construction and other trains..... | 3,990 | |
| Grand total train mileage..... | 72,795 | |
| Mileage of loaded freight cars—north or east..... | 234,326 | |
| Mileage of loaded freight cars—south or west..... | 152,942 | |
| Mileage of empty freight cars—north or east..... | 65,582 | |
| Mileage of empty freight cars—south or west..... | 137,745 | |
| Average number of freight cars in train..... | 20,731 | |
| Average number of loaded cars in train..... | 13,595 | |
| Average number of empty cars in train..... | 7,136 | |
| Average number of tons of freight in train..... | 145,643 | |
| Average number of tons of freight in each loaded car..... | 10,713 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 551 | 5,688 | 6,239 | 3.146 |
| Flour..... | 40 | 5,108 | 5,154 | 2.599 |
| Other mill products..... | 60 | 979 | 1,039 | .524 |
| Hay..... | 9 | 1,774 | 1,783 | .899 |
| Tobacco..... | 4 | 929 | 933 | .470 |
| Cotton..... | | 227 | 227 | .154 |
| Fruit and vegetables..... | 5 | 23,226 | 23,231 | 11.716 |
| Other agricultural products..... | 2 | 391 | 393 | .197 |
| Products of animals: | | | | |
| Live stock..... | 18 | 4,318 | 4,336 | 2.185 |
| Dressed meats..... | | 76 | 76 | .038 |
| Other packing-house products..... | 12 | 176 | 188 | .093 |
| Poultry, game and fish..... | 5 | 1,105 | 1,110 | .588 |
| Wool..... | 1 | 58 | 59 | .029 |
| Hides and leather..... | 1 | 361 | 362 | .182 |
| Other products of animals..... | | 487 | 487 | .245 |
| Products of mines: | | | | |
| Anthracite coal..... | 58 | 17,711 | 17,769 | 8.960 |
| Ores..... | | 413 | 413 | .207 |
| Stone, sand, and other like articles..... | | 5,215 | 5,215 | 2.623 |
| Other products of mines..... | | 475 | 475 | .238 |
| Products of forest: | | | | |
| Lumber..... | 486 | 61,260 | 61,746 | 31.142 |
| Other products of the forest..... | 1,068 | 2,652 | 3,720 | 1.875 |
| Manufactures: | | | | |
| Petroleum and other oils..... | 6 | 4,679 | 4,685 | 2.362 |
| Sugar..... | 10 | 1,630 | 1,640 | .826 |
| Naval stores..... | | 309 | 309 | .155 |
| Iron, pig and bloom..... | | 8,402 | 8,402 | 4.236 |
| Iron and steel rails..... | | 5,625 | 5,625 | 2.837 |
| Other castings and machinery..... | 19 | 11,897 | 11,916 | 6.010 |
| Bar and sheet metal..... | 1 | 369 | 370 | .185 |
| Cement, brick, and lime..... | 122 | 1,617 | 1,739 | .877 |
| Agricultural implements..... | 11 | 230 | 241 | .121 |
| Wagons, carriages, tools, etc..... | 4 | 142 | 146 | .073 |
| Wines, liquors, and beers..... | 298 | 1,252 | 1,550 | .781 |
| Household goods and furniture..... | 7 | 925 | 932 | .470 |
| Other manufactures..... | 2,182 | 18,624 | 20,806 | 10.494 |
| Merchandise..... | 109 | 1,024 | 1,133 | .571 |
| Miscellaneous—other commodities not mentioned above..... | 236 | 3,375 | 3,611 | 1.922 |
| Total tonnage..... | 5,331 | 192,929 | 198,260 | 100 |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 33.60 | | | 33.60 | | 33.60 |
| Miles of second track..... | 3.63 | | | 3.63 | | 3.63 |
| Miles of yard track, sidings, and spurs..... | 7.49 | | | 7.49 | 5.85 | 1.64 |
| Total mileage operated (all tracks)..... | 44.72 | | | 44.72 | 5.85 | 38.87 |

Mileage Owned by Road Making this Report.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|-----------------------------------|------------------------------------|---------------------|----------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia..... | 33.60 | | | 33.60 | | | 33.60 |
| Mileage owned (single track)..... | 33.60 | | | 33.60 | | | 33.60 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------------|---------|--------------------------------------|
| White oak—No. 1..... | 10,907 | 50 |
| No. 2..... | 928 | 40 |
| Total..... | 11,835 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—Tons. | | WOOD—Cords. | | Total fuel consumed, Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|--------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger..... | | 766.85 | | 61.4 | 769.98 | 35,769 | 43.05 |
| Freight..... | | 1,242.60 | | 53.4 | 1,245.48 | 28,486 | 87.45 |
| Switching..... | 126.87 | | | 25.4 | 128.21 | 4,550 | 56.37 |
| Construction..... | | 115.25 | | 11.4 | 115.81 | 3,660 | 63.28 |
| Total..... | 126.87 | 2,124.70 | | 157.4 | 2,250.51 | 72,465 | 62.36 |
| Average cost at distributing point..... | \$5 15 | \$2 80 | | \$1 97 | | | |

ACCIDENTS TO PERSONS.

| EMPLOYEES. | | | | | | | | |
|------------------------------|-----------|----------|---|----------|---------------------|----------|---------|----------|
| KIND OF ACCIDENT. | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | 2 | | | | | | 2 |
| Other causes..... | | 1 | | | | | 1 | 1 |
| Total..... | | 3 | | | | | 1 | 3 |

| OTHERS. | | | | | | | | |
|-------------------|-------------|----------|--------------|----------|-----------------------|----------|---------|----------|
| KIND OF ACCIDENT. | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASS- ING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other causes..... | | | 2 | 1 | | | 2 | 1 |
| Total..... | | | 2 | 1 | | | 2 | 1 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|-----------------|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From— | To— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Long bridge (S. end)..... | Alexandria..... | 4.96 | 3 | .54 | 4.42 | 1.05 | 8 | 64.42 | 2.16 | 7 | 86.92 | 1.75 |
| St. Asaph Junction..... | Quantico | 28.64 | 41 | 8.12 | 20.52 | 8.04 | 16 | 427.80 | 10.34 | 18 | 404.48 | 10.26 |
| | Total..... | 33.60 | 44 | 8.66 | 24.94 | 9.09 | 24 | 492.22 | 12.50 | 25 | 491.40 | 12.01 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|---------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| | | | | | | | | | |
| Bridges: | | | | | | | | | |
| Stone | 2 | | | | | 26 | | | |
| Wooden | 10 | | | | | 1,546 | | | |
| Total..... | 12 | | | | | 1,572 | | | |
| Trestles..... | 16 | | | | | 6,451 | | | |

Gauge of track—4 feet, 9 inches. 33.6 miles.

TELEGRAPH.

Owned by another company but located on property of road making this report.

| Miles of Line. | Miles of wire. | Name of Owner. | Name of operating company. |
|----------------|----------------|----------------------------|--|
| 31.70 | 31.70 | Western Union Tel. Co..... | Washington Southern railway company through the B. & P. railway company. |

OATH.

STATE OF PENNSYLVANIA, }
CITY OF PHILADELPHIA, } ss.:

We, the undersigned, J. N. DuBarry, president, and John S. Leib, treasurer, of the Washington Southern railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. N. DuBARRY, *President.*

JOHN S. LEIB, *Treasurer.*

Subscribed and sworn to before me this 27th day of January, 1891.

AL. P. BURCHELL,
Notary Public.

STATE OF MARYLAND, }
CITY OF BALTIMORE, } ss.:

Subscribed and sworn to before me this 28th day of January, 1891, by John S. Leib, treasurer.

THOMAS KELL BRADFORD,
Notary Public.

MEHERRIN VALLEY RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—The Meherrin Valley railway company.

Date of organization—March, 1887.

Organized under the laws of Virginia and North Carolina. In Virginia re-organized under general statutes, Code of 1887, chapter 61. In North Carolina under general statutes, Code of 1883, chapter 49.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|----------------------|-----------------------------|
| W. W. Tunis..... | Tunis Mills, Md..... | Until successor elected. |
| Theoph. Tunis..... | Tunis Mills, Md..... | |
| Warren G. Elliott..... | Norfolk, Va..... | |
| W. H. M. Reid..... | Norfolk, Va..... | |
| E. Allen Jones..... | Norfolk, Va..... | |

Total number of stockholders at date of last election—6.

Date of last meeting of stockholders for election of directors—March 31, 1887.

Postoffice address of general office—Norfolk, Va.

Postoffice address of operating office—Hicksford, (or Emporia), Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|-----------------------------|-----------------------|---------------------|
| President | G. M. Serpell..... | Norfolk, Va. |
| Secretary..... | W. G. Elliott..... | Norfolk, Va. |
| Treasurer..... | | |
| General solicitor..... | | |
| General superintendent..... | Charles Eluhart | Emporia, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|------------------------------|--------------------|-------------------------|------------------------------------|--|
| | From— | To— | | |
| Meherrin Valley railway co.. | Hicksford, Va..... | Margarettsville, N. C.. | 17.7 | |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|-----------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | *420 | \$100 | †\$10,000 | \$42,000 | | |

* 80 shares subscribed on which two per cent. only has been paid. † Per mile.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------|----------------|----------------------|--------------------------|------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$42,000 | | | 17.7 | \$2,372.90 |

INCOME ACCOUNT.

| | | |
|------------------------------------|------------|----------|
| Gross earnings from operation..... | \$7,188 12 | |
| Less operating expenses..... | 5,812 72 | |
| | | 1,375 40 |
| Deductions from income: | | |
| Taxes..... | | 721 35 |
| Net income..... | | \$654 05 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Total passenger revenue..... | | | \$642 00 |
| Mail..... | | | 767 27 |
| Total passenger earnings..... | | | 1,409 27 |
| Total freight revenue..... | | | 5,778 85 |
| Total passenger and freight earnings..... | | | 7,188 12 |
| Total gross earnings from operation..... | | | \$7,188 12 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|----------------------------------|--------------------------------|------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | | | |
| Renewals of rails..... | | | |
| Renewals of ties..... | | | |
| Repairs of bridges and culverts..... | | | |
| Repairs of fences, road-crossings, signs, and cattle guards..... | | | \$2,515 89 |
| Repairs of buildings..... | | | |
| Repairs of docks and wharves..... | | | |
| Repairs of telegraph..... | | | |
| Other expenses..... | | | |
| Total..... | | | 2,515 89 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | | | 2,515 89 |
| Maintenance of equipment..... | | | |
| Conducting transportation..... | | | 3,296 83 |
| General expenses..... | | | |
| Grand total..... | | | \$5,812 72 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| Superintendent..... | 1 | \$340 00 | |
| Station agents..... | 4 | 492 00 | |
| Enginemen..... | 1 | 600 00 | |
| Firemen..... | 1 | 264 00 | |
| Other trainmen..... | 1 | 180 00 | |
| Carpenters..... | 1 | 313 00 | \$1 00 |
| Section foremen..... | 1 | 281 70 | 90 |
| All other employees and laborers..... | 6 | 1,800 00 | 75 |
| Total (including "general officers")..... | | 4,470 70 | |
| Total (excluding "general officers")..... | | 3,930 70 | |
| Distribution of above: | | | |
| General administration..... | | 540 00 | |
| Maintenance of way and structures..... | | | |
| Maintenance of equipment..... | | \$3,930 70 | |
| Conducting transportation..... | | | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|------------------|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives..... | 3 | 3 | | | | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under contract, etc. | Total mileage operated. | RAILS. | |
|----------------------------|------------------------------------|---------------------|------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 17.7 | 3 | | | | |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Virginia..... | 16 | 3 | | | | |
| Total mileage operated (single track)..... | 16 | 3 | | | | |

OATH.

STATE OF VIRGINIA, }
CITY OF NORFOLK, } ss.

We, the undersigned, G. M. Serpell, president, and Charles G. Elliott, treasurer of the Meherrin valley railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

G. M. SERPELL,
President.

C. G. ELLIOTT,
Treasurer.

Subscribed and sworn to before me this 2d day of February, 1891.

JOHN T. REID, JR.,
Notary Public.

SURRY, SUSSEX AND SOUTHAMPTON RAILWAY.

HISTORY.

Name of common carrier making this report—Surry, Sussex and Southampton railway company.

Date of organization—May 16, 1880.

Organized under the laws of the state of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|---------------------|-----------------------------|
| R. T. Waters..... | Baltimore, Md..... | Until successor appointed. |
| F. E. Waters..... | Baltimore, Md..... | |
| John Walter Smith..... | Snow hill, Md..... | |
| John P. Moore..... | Snow hill, Md..... | |

Total number of Stockholders at date of last election—4.

Date of last meeting of stockholders for election of directors—May 20, 1890.

Post-office address of general office—Dendron, Va., and 508 Union Dock, Baltimore.

Postoffice address of operating office—Dendron, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------------------|------------------------|---------------------|
| President | R. T. Waters..... | Baltimore. |
| Vice-President | John Walter Smith..... | Snow hill, Md. |
| Secretary | F. E. Waters..... | Baltimore, Md. |
| Treasurer | F. E. Waters..... | Baltimore, Md. |
| Attorney or General Counsel..... | J. P. Prince..... | Courtland, Va. |
| Auditor..... | John P. Moore..... | Snow hill, Md. |
| General Manager..... | R. T. Waters..... | Baltimore, Md. |
| General Superintendent..... | Edward Rogers..... | Dendron, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|-------------------|--|------------------------------------|--|
| | From— | To— | | |
| Surry, Sussex and Southampton railway..... | Scotland, Va..... | About two miles south of Wakefield, Va.... | 21.90 | 21.90 |
| Total mileage operated..... | | | 21.90 | 21.90 |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total am't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 500 | \$100 00 | \$50,000 00 | \$50,000 00 | | |
| Total | 500 | \$100 00 | \$50,000 00 | \$50,000 00 | | |

The capital stock was issued for general construction of the road and its equipment.

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|--------------|--|--------------|
| Due from agents..... | \$453 89 | Audited vouchers and accounts..... | \$90,497 99 |
| Balance—current liabilities..... | 115,817 27 | Miscellaneous..... | 25,319 28 |
| | | Balance—cash assets..... | 453 89 |
| Total..... | \$116,271 16 | Total..... | \$116,271 16 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$50,000 | \$50,000 | ..... | 21.90 | \$2,283 10 |
| Total | \$50,000 | \$50,000 | ..... | 21.90 | \$2,283 10 |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | Capital stock. | Funded debt. | Current liabilities. | Total. | AMOUNT PER MILE OF ROAD. | |
|--|-------------------|--------------|-------------------------|--------------|-----------------------------|------------|
| | | | | | Miles. | Amount. |
| Surry, Sussex & Southampton railway..... | \$50,000 | ..... | \$115,817 27 | \$165,817 27 | 21.90 | \$7,571 56 |
| Total..... | \$50,000 | ..... | \$115,817 27 | \$165,817 27 | 21.90 | \$7,571 56 |

EXPLANATORY REMARKS.

The indebtedness also covers the road under construction from Wakefield, Va., towards Airfield, Va.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|--|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction : | | | | | | |
| Right of way..... | } | | | \$125,327 87 | \$147,421 28 | |
| Other real estate..... | | | | | | |
| Fences | | | | | | |
| Grading and bridge and culvert masonry. | | | | | | |
| Bridges and trestles... | | | | | | |
| Rails..... | | | | | | |
| Ties..... | | | | | | |
| Other superstructure.. | | | | | | |
| Buildings, furniture, and fixtures..... | | | | | | |
| Shop machinery and tools..... | | | | | | |
| Engineer's expenses. | | | | | | |
| Interest during con- struction..... | | | | | | |
| Discount on securities sold for construction. | | | | | | |
| Telegraph line..... | | | | | | |
| Wharfing, etc..... | | | | | | |
| Sidings and yard ex- tensions..... | | | | | | |
| Terminal facilities and elevators..... | | | | | | |
| Road built by con- tract | | | | | | |
| Purchase of con- structed road..... | | | | | | |
| Other items..... | | | | | | |
| Total construction | | | | 125,327 87 | 147,421 28 | |
| Equipment : | | | | | | |
| Locomotives..... | } | | | 21,674 92 | 25,693 22 | |
| Passenger cars..... | | | | | | |
| Sleeping, parlor and dining cars..... | | | | | | |
| Baggage, express and postal cars..... | | | | | | |
| Combination cars..... | | | | | | |
| Freight cars..... | | | | | | |
| Other cars of all classes..... | | | | | | |
| Floating equipment... | | | | | | |
| | | | | | | |
| Total equipment..... | | | | 21,674 92 | 25,693 22 | |
| Total cost construc- tion, equipment, etc. | | | | \$147,002 79 | \$173,114 50 | |

INCOME ACCOUNT.

| | | |
|---|-------------|-------------|
| Gross earnings from operation..... | \$45,458 67 | |
| Less operating expenses..... | 27,864 83 | |
| Income from operation..... | | \$17,593 84 |
| Deduction from income: | | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 3,926 12 | |
| Taxes..... | 916 60 | |
| Total deductions from income..... | | 4,842 72 |
| Net income..... | | \$12,751 12 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions, Account of repayments, etc. | Actual earnings. |
|---|-----------------|---|------------------|
| Passenger: | | | |
| Total passenger revenue..... | | | \$1,431 55 |
| Mail..... | | | 627 47 |
| Total passenger earnings..... | | | 2,059 02 |
| Freight: | | | |
| Total freight earnings..... | | | 43,353 14 |
| Total gross earnings from operation—Virginia..... | | | 45,458 67 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|----------------------------------|--------------------------------|-------------|
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | | | \$3,075 53 |
| Maintenance of equipment..... | | | 4,302 34 |
| Conducting transportation..... | | | 19,268 47 |
| General expenses..... | | | 1,218 49 |
| Grand total..... | | | 27,864 83 |
| Percentage of expenses to earnings—Virginia..... | | | \$27,864 83 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|------------------------------|-------|----------------------------|-------------|
| Item. | Total. | Assets. | Item. | Total. | |
| | \$125,327 87 | Cost of road..... | | \$147,421 26 | |
| | 21,674 92 | Cost of equipment..... | | 25,093 22 | \$22,093 41 |
| | | Cash and current assets..... | | 453 89 | 4,018 30 |
| | | Other assets: | | | 453 89 |
| | 500 00 | Materials and supplies..... | | 5,000 00 | |
| | \$152,002 79 | Grand total..... | | \$178,568 30 | \$26,565 60 |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------------|--------------------------|-------|----------------------------|-------------|
| Item. | Total. | LIABILITIES. | Item. | Total. | |
| | \$50,000 00 | Capital stock..... | | \$50,000 00 | |
| | 96,596 20 | Current liabilities..... | | 115,817 27 | \$19,221 07 |
| | 5,406 59 | Profit and loss..... | | 12,751 12 | 7,344 53 |
| | \$152,002 79 | Grand total..... | | \$178,568 30 | \$26,565 60 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---------------------------------|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 1 | | | | |
| Freight..... | 1 | 3 | | | | |
| Switching..... | | 1 | | | | |
| Total..... | | 5 | | | | |
| Cars in passenger service: | | | | | | |
| Combination passenger cars..... | | 1 | | | | |
| Total..... | | 1 | | | | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 2 | | | | |
| Flat cars..... | 5 | 21 | | | | |
| Total..... | | 23 | | | | |
| Total owned..... | | 24 | | | | |
| Grand total..... | | 29 | | | | |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | | | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | Line of proprietary companies. | Total mileage operated. | Iron. | Steel. |
| Miles of single track..... | 21.90 | | | 21.90 | | |
| Miles of yard track, sidings, and spurs..... | | 6 | | | | |
| Total mileage operated (all tracks)..... | 21.90 | 6 | | 21.90 | | |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | | | RAILS. | |
|---|------------------------------------|---------------------|------------------------------------|---|--------------------------------------|--------------|
| | Main line. | Branches and spurs. | Line operated under contract, etc. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | Iron. Steel. |
| Virginia..... | 21.90 | 6 | | 27.90 | | |
| Total mileage oper'd (single track).... | 21.90 | 6 | | 27.90 | | |

OATH.

STATE OF MARYLAND,
CITY OF BALTIMORE, } ss:

We, the undersigned, R. T. Waters, president, and F. E. Waters, secretary and treasurer of the Surry, Sussex and Southampton railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. T. WATERS,
President.

T. E. WATERS,
Treasurer.

Subscribed and sworn to before me this 3d day of February, 1891.

WM. H. JONES,
Notary Public.

NORFOLK SOUTHERN RAILROAD COMPANY.

Name of common carrier making this report—Norfolk Southern railroad company.

Date of organization—January 20, 1870, as Elizabeth City and Norfolk railroad. Name changed by legislative enactment January 31, 1883.

Organized under the laws of the state of North Carolina. Original charter January 20, 1870; amended January 24, 1872; March 7, 1878; March 5, 1881; January 20, 1883; January 31, 1883. The foregoing acts were ratified by the general assembly of Virginia, February 23, 1875; March 3, 1882; March 6, 1882, and February 3, 1888.

The property of the Norfolk Southern railroad company was placed in the hands of Watson B. Dickerman, as receiver, on the 22d day of November, 1889, by the United States district court of the eastern district of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|----------------------|-----------------------------|
| George C. Wood..... | Brooklyn, N. Y. | |
| Alfred H. Porter..... | " | |
| H. J. Cullen, Jr..... | " | |
| Alexander Foreman..... | " | |
| W. H. Phillips..... | New York. | |
| W. G. Dominick..... | " | |
| James Benedict..... | " | |
| John B. Whiting..... | " | |
| Daniel T. Hoag..... | " | |

Postoffice address of general office—74 Broadway, N. Y.

Postoffice address of operating office—Norfolk, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------------|-----------------------|------------------------|
| Receiver..... | W. B. Dickerman..... | 74 Broadway, New York. |
| President..... | W. H. Phillips..... | New York city. |
| Secretary..... | James Benedict..... | Brooklyn, New York. |
| Treasurer..... | H. J. Cullen, Jr..... | New York city. |
| Auditor..... | J. P. Jeringan..... | Norfolk, Va. |
| General Manager..... | M. K. King..... | Norfolk, Va. |
| General Freight Agent..... | H. C. Hudgins..... | Norfolk, Va. |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|------------------|--------------------|------------------------------------|--|
| | From— | To— | | |
| Norfolk Southern railroad company..... | Berkley, Va..... | Edenton, N. C..... | 73.05 | |
| Branch..... | | | .97 | 74.02 |
| Total mileage operated..... | | | 74.02 | 74.02 |

Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of which affect the General Balance Sheet.

| NAME. | CHARACTER OF BUSINESS. | TITLE. (Owned, Leased, etc.) | STATE OR TERRITORY. |
|-----------------------------|----------------------------|---------------------------------|---------------------|
| Steamer M. E. Roberts..... | Passenger and freight..... | Leased..... | North Carolina. |
| Steamer M. E. Dickeman..... | " " " "..... | " " " "..... | " " |
| Steamer Plymouth..... | " " " "..... | " " " "..... | " " |
| Steamer Ranger..... | " " " "..... | " " " "..... | " " |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 1,000 | \$1,000 | \$1,000,000 | \$1,000,000 | | |

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount out- standing. | Cash real- ized on the amount issued. | INTEREST. | | | |
|---------------------------------|----------------|---------------|-----------------------------------|-------------------|--------------------------|--|-------------|---------------|---------------------------------------|---------------------------------------|
| | When due. | | | | | | Rate. | When payable. | Amount ac- crued dur- ing year. | Amount ma- tured dur- ing year. |
| | Date of issue. | | | | | | | | | |
| First mortgage | Sept. 1, 1880 | Sept. 1, 1920 | \$312,000 | \$900,000 | \$900,000 | \$900,000 | 6 per cent. | March & Sept. | | |
| Debenture..... | Oct. 1, 1881 | Oct. 1, 1921 | 125,000 | 250,000 | 250,000 | 250,000 | 6 per cent. | April & Oct. | | |
| Income..... | Dec. 31, 1881 | Jan. 1, 1970 | 1,000,000 | 1,000,000 | 1,000,000 | ..... | 6 per cent. | When earned. | | |
| Funded interest..... | Sept. 1, 1884 | Sept. 1, 1920 | 270,000 | 270,000 | 270,000 | ..... | 6 per cent. | September. | | |
| Funded interest..... | Oct. 1, 1884 | Oct. 1, 1921 | 75,000 | 75,000 | 75,000 | ..... | 6 per cent. | October. | | |
| Grand total..... | | | | \$2,495,000 | \$2,495,000 | | | | | |

* Per mile of road built.

***Per mile of road built.**

EQUIPMENT TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | Equipment covered. | Remarks. |
|------------------------------|-----------------|-------------|---------------------|-------------------------|---------------------------------|
| Lease—D. D. | Dec. 1, 1886. | Five years. | | Str. Dickerman—rebuilt. | 32 notes to pay..... \$1,152 00 |
| " " C. | Sept. 1, 1884. | " " | | " Roberts | 12 " " " 1,080 00 |
| " " D. | Sept. 1, 1884. | " " | | " Dickerman | 3 " " " 885 00 |
| " " E. | August 1, 1883. | " " | | " Plymouth—purchase. | 44 " " " 14,872 00 |
| " " F. | Dec. 1, 1886. | " " | | Locomotives..... | 4 " " " 628 00 |
| " " G. | August 1, 1883. | " " | | Locomotives..... | 44 " " " 5,896 00 |
| " " H. | Dec. 1, 1886. | " " | | Steamer Ranger..... | 4 " " " 4,545 00 |
| " " I. | Sept. 1, 1884. | " " | | Car..... | 17 " " " 3,960 00 |
| " " J. | Sept. 1, 1884. | " " | | Locomotives..... | 36 " " " 777 00 |
| " " K. | April 1, 1886. | " " | | Cars..... | 1 " " " 269 50 |
| " " L. | May 1, 1882. | " " | | Locomotives..... | 1 " " " 269 50 |
| " " M. | July 1, 1892. | " " | | Locomotives..... | 1 " " " 777 00 |
| " " N. | July 1, 1892. | " " | | Steamer Roberts..... | 1 " " " 126 50 |
| " " O. | July 1, 1892. | " " | | | \$34,091 00 |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | |
|------------------------------|-------------------------------------|------------------------------|----------------------|-----------------------------|----------------------|-----------------------------|-----------------------------|
| | | Original amount. | Amount out-standing. | Original amount. | Amount out-standing. | Amount accrued during year. | Amount matured during year. |
| Lease—A..... | | | | | | | |
| " B..... | | | \$777 00 | | | | |
| " C..... | | | 209 50 | | | | |
| " D..... | | | 126 50 | | | | |
| " E..... | | | 1,080 00 | | | | |
| " F..... | | | 1,152 00 | | | | |
| " G..... | | | 1,885 00 | | | | |
| " H..... | | | 4,935 00 | | | | |
| " I..... | | | 3,960 00 | | | | |
| " J..... | | | 5,896 00 | | | | |
| " K..... | | | 14,872 00 | | | | |
| " L..... | | | 628 00 | | | | |
| Total..... | | | \$34,091 00 | | | | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|--------------------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$1,405,000 00 | \$1,405,000 00 | | |
| Miscellaneous obligations..... | 34,091 00 | 34,091 00 | | |
| Income bonds..... | 1,000,000 00 | 1,000,000 00 | | |
| Total..... | \$2,529,091 00 | \$2,529,091 00 | | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|-------------|--|-------------|
| Cash..... | \$37,047 61 | Loans and bills payable..... | \$47,030 00 |
| Due from agents..... | 10,024 62 | Audited vouchers and accounts..... | 29,592 07 |
| Net traffic balances due from other companies..... | 9,557 33 | Balance—cash assets..... | 1,572 80 |
| Due from solvent companies and individuals..... | 11,703 43 | | |
| * Other cash assets..... | 9,861 88 | | |
| Total..... | \$78,194 87 | Total..... | \$78,194 87 |

* Materials and supplies on hand, \$9,861 88.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|----------------------------------|---------------------------------|------------------|-------------------------|-----------------------------|-----------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$1,000,000 00 | \$1,000,000 00 | | 74.02 | 13,509 86 |
| Bonds..... | 2,495,000 00 | 2,495,000 00 | | | 33,707 10 |
| Equipment trust obligations..... | 34,091 00 | 10,979 50 | 24,011 50 | | 1,390 28 |
| Total..... | \$3,529,091 00 | \$3,505,079 50 | \$24,011 54 | 74.02 | |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| EXPENDITURES DURING YEAR. | | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| ITEMS. | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction: | | | | | | |
| Right of way..... | } | | | | | |
| Other real estate..... | | | | | | |
| Fences..... | | | | | | |
| Grading and bridge and culvert masonry. | | | | | | |
| Bridges and trestles... | | | | | | |
| Rails..... | | | | | | |
| Ties..... | | | | | | |
| Other superstructure.. | | | | | | |
| Buildings, furniture, and fixtures..... | | | | | | |
| Shop machinery and tools..... | | | | | | |
| Engineer's expenses. | | | | | | |
| Interest during con- struction..... | | | | { \$0,995 44 8,172 59 | | |
| Discount on securities sold for construction. | | | | | | |
| Telegraph line..... | | | | | | |
| Wharfing, etc..... | | | | | | |
| Sidings and yard ex- tensions..... | | | | | | |
| Terminal facilities and elevators..... | | | | | | |
| Road built by con- tract..... | | | | | | |
| Purchase of con- structed road..... | | | | | | |
| Other items..... | | | | | | |
| Total construction | | | 15,168 03 | | | |
| Total cost construc- tion, equipment, etc..... | | | \$15,168 03 | \$3,438,381 80 | \$3,453,549 83 | \$46,657 00 |

INCOME ACCOUNT.

| | | |
|--|--------------|-------------|
| Gross earnings from operation..... | \$273,244 29 | |
| Less operating expenses..... | 226,511 15 | |
| Income from operation..... | | \$46,733 14 |
| Miscellaneous income—less expenses..... | | 3,333 44 |
| Total income..... | | 50,066 58 |
| Deduction from income: | | |
| Interest on interest-bearing current liabilities accrued, not other- wise provided for..... | 4,551 64 | |
| Taxes..... | 6,415 01 | |
| Total deductions from income..... | | 10,966 65 |
| Net income..... | | \$39,099 93 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of repayments, etc. | Actual earnings. |
|--|-----------------|---|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$55,469 50 | | |
| Less repayments—total deductions..... | | \$67 30 | |
| Total passenger revenue..... | | | \$55,402 20 |
| Mail..... | | | 6,132 82 |
| Express..... | | | 2,624 16 |
| Extra baggage and storage..... | | | 216 23 |
| Other items..... | | | 335 00 |
| Total passenger earnings..... | | | 64,710 41 |
| Freight: | | | |
| Freight revenue..... | 195,863 83 | | |
| Less repayments—total deductions..... | | 3,280 50 | |
| Total freight revenue..... | | | 192,583 33 |
| Other items..... | | | 11,575 17 |
| Total freight earnings..... | | | 204,158 50 |
| Other earnings from operations: | | | |
| Car mileage..... | | | 1,711 72 |
| Other sources..... | | | 2,063 66 |
| Total other earnings..... | | | 4,375 38 |
| Total gross earnings from operation—entire line..... | | | \$273,244 29 |

MISCELLANEOUS INCOME.

| ITEMS. | Gross Income. | Less Expenses. | Net Miscellaneous income. |
|--|---------------|----------------|---------------------------|
| Miscellaneous revenue..... | \$293 90 | | \$293 90 |
| Sale of old materials..... | 1,605 71 | | 1,605 71 |
| Sale of unclaimed freight..... | 174 07 | | 174 07 |
| Operations of this company's steamboats..... | 45,655 41 | \$44,395 65 | 1,259 76 |
| Total..... | \$47,729 09 | \$44,395 65 | \$3,333 44 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$9,024 13 | \$13,531 19 | \$22,555 32 |
| Renewals of rails..... | 9,510 59 | 14,265 88 | 23,776 47 |
| Renewals of ties..... | 3,731 65 | 5,597 48 | 9,329 13 |
| Repairs of bridges and culverts..... | 3,777 02 | 5,665 54 | 9,442 56 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 240 38 | 360 57 | 600 95 |
| Repairs of buildings..... | 1,267 23 | 1,900 84 | 3,168 07 |
| Repairs of docks and wharves..... | 1,386 77 | 2,080 15 | 3,466 92 |
| Other expenses..... | 1,859 21 | 2,788 83 | 4,648 04 |
| Total | 30,796 98 | 46,190 48 | 76,987 46 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 3,133 80 | 4,700 72 | 7,834 52 |
| Repairs and renewals of passenger cars..... | 2,281 44 | | 2,281 44 |
| Repairs and renewals of freight cars..... | | 10,450 82 | 10,450 82 |
| * Repairs and renewals of ferry-boats, tugs, floats, and barges..... | | 1,507 96 | 1,507 96 |
| Shop machinery, tools, etc..... | 164 37 | 246 55 | 410 92 |
| Other expenses..... | 466 66 | 700 00 | 1,166 66 |
| Total | 6,046 27 | 17,006 05 | 23,652 32 |
| Conducting transportation: | | | |
| Wages of engine-men, firemen, and roundhousemen..... | 3,393 14 | 5,089 70 | 8,482 84 |
| Fuel for locomotives..... | 5,988 49 | 7,632 73 | 12,721 22 |
| Water supply for locomotives..... | 569 14 | 853 72 | 1,422 86 |
| All other supplies for locomotives..... | 424 36 | 636 54 | 1,060 90 |
| Wages of other trainmen..... | 3,157 90 | 4,736 86 | 7,894 76 |
| All other train supplies..... | 708 51 | 1,062 77 | 1,771 28 |
| Wages of switchmen, flagmen, and watchmen..... | 2,175 89 | 3,263 83 | 5,439 72 |
| Expense of telegraph, including train dispatchers and operators..... | 990 10 | 1,485 15 | 2,475 25 |
| Wages of station agents, clerks, and laborers..... | 10,709 61 | 16,004 41 | 26,774 02 |
| Station supplies..... | 1,672 35 | 2,508 52 | 4,180 87 |
| Car mileage—balance..... | | 8,820 53 | 8,820 53 |
| Loss and damage..... | 299 03 | 448 54 | 747 57 |
| Injuries to persons..... | 104 26 | 291 39 | 485 65 |
| Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies..... | | 4,522 15 | 4,522 15 |
| Other expenses..... | 390 56 | 385 83 | 776 39 |
| † Terminal facilities at Norfolk..... | 3,237 60 | 10,672 36 | 13,909 96 |
| Total | 33,010 94 | 68,675 03 | 101,685 97 |
| General expenses: | | | |
| Salaries of officers..... | 3,018 34 | 4,527 52 | 7,545 86 |
| Salaries of clerks..... | 2,261 73 | 3,392 60 | 5,654 33 |
| General office expenses and supplies..... | 1,577 17 | 2,365 76 | 3,942 93 |
| Advertising..... | 363 54 | 545 32 | 908 86 |
| Insurance..... | 438 00 | 658 35 | 1,096 35 |
| Legal expenses..... | 1,988 16 | 1,632 26 | 3,620 42 |
| Stationery and printing..... | 926 30 | 1,389 45 | 2,315 75 |
| Total | 9,674 14 | 14,511 26 | 24,185 40 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 30,796 98 | 46,190 48 | 76,987 46 |
| Maintenance of equipment..... | 6,046 27 | 17,006 05 | 23,652 32 |
| Conducting transportation..... | 33,010 94 | 68,675 03 | 101,685 97 |
| General expenses..... | 9,674 14 | 14,511 26 | 24,185 40 |
| Grand total | \$79,528 33 | \$146,982 82 | \$226,511 15 |
| Percentage of expenses to earnings—entire line..... | | | 82 |

* No connection with passenger business. † Division made on actual business.

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------|----------------|--------|----------------------------|-------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$3,438,381 80 | | \$3,433,349 83 | | \$5,168 03 | |
| 116,269 27 | | 56,993 32 | | | \$59,305 95 |
| 50,841 77 | | 68,332 99 | | 17,491 22 | |
| | | | | | |
| 6,419 84 | | 9,861 88 | | 3,442 04 | |
| 12,434 33 | | 16,975 05 | | 4,540 72 | |
| | | | | | |
| \$1,624,377 01 | | \$1,605,713 07 | | \$40,642 01 | \$59,305 95 |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|--------|----------------|--------|----------------------------|-------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$1,000,000 00 | | \$1,000,000 00 | | | |
| 2,465,000 00 | | 2,520,091 00 | | \$54,091 00 | |
| 124,377 01 | | 76,622 07 | | | \$51,754 94 |
| | | | | | |
| \$1,624,377 01 | | \$1,605,713 07 | | \$54,091 00 | \$51,754 94 |

IMPORTANT CHANGES DURING THE YEAR.

The property of the Norfolk Southern railroad company was placed in the hands of Watson B. Dickerman, as receiver, on the 22d day of November, 1889, by the United States court of the eastern district of Virginia.

CONTRACTS, AGREEMENTS, ETC.

Southern express company.—No written agreement. Transportation furnished as wanted at current rates.

U. S. Postoffice.—Mail service performed on railroad as required. No contract. Steamboat services on route No. 13,094, N. C., Edenton to Jamesville, N. C., six times weekly. Services performed by and pay credited to the Steamer Plymouth.

Eastern Carolina dispatch.—Fast freight line. January 3, 1887. The N. Y. P. & N. railroad, the Norfolk Southern railroad, the Wilmington S. S. Co. of Del., the A. & N. C. railroad company, for traffic between eastern North Carolina and territory reached by the N. Y., P. & N. railroad and its connections.

Norfolk and Western railroad company.—1. April 17, 1886; 2. December 1, 1887; 3. April 3, 1888: renewed for five years.

Albemarle and P. railroad company.—January 1, 1887, 10 years.

F. N. Hussy, owner steamer Lizzie Burruss.—Interchange of freight and passengers, September 15, 1888.

Western Union Telegraph Co.—December 19, 1888, 25 years.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 3 | \$8,900 00 | \$8 24 |
| General office clerks..... | 11 | 7,620 00 | 1 92 |
| Station agents..... | 18 | 5,430 00 | 1 50 |
| Other station men..... | 10 | 4,110 00 | 1 15 |
| Enginemen..... | 9 | 8,400 00 | 2 33 |
| Firemen..... | 9 | 3,240 00 | 1 00 |
| Conductors..... | 6 | 4,380 00 | 2 00 |
| Other trainmen..... | 23 | 1,280 00 | 1 00 |
| Machinists..... | 5 | 4,390 00 | 2 90 |
| Carpenters..... | 7 | 5,310 00 | 2 51 |
| Other shopmen..... | 25 | 9,000 00 | 1 00 |
| Section foremen..... | 12 | 5,940 00 | 1 65 |
| Other trackmen..... | 105 | 23,400 00 | 74 |
| Switchmen, flagmen, and watchmen..... | 14 | 4,840 00 | 1 14 |
| Telegraph operators and dispatchers..... | 8 | 2,385 00 | 99 |
| Employees—account floating equipment..... | 5 | 3,120 00 | 1 73 |
| All other employees and laborers..... | 74 | 11,756 00 | 1 08 |
| Total (including "general officers")..... | 344 | 120,491 00 | 98 |
| Less "general officers"..... | 3 | 8,900 00 | |
| Total (excluding "general officers")..... | 341 | 111,591 00 | 91 |
| Distribution of above: | | | |
| General administration..... | 14 | 16,520 00 | 3 27 |
| Maintenance of way and structures..... | 124 | 34,650 00 | 70 |
| Maintenance of equipment..... | 30 | 13,380 00 | 1 13 |
| Conducting transportation..... | 176 | 55,941 00 | 88 |
| Total (including "general officers")..... | 344 | 120,491 00 | 98 |
| Less "general officers"..... | 3 | 8,900 00 | |
| Total (excluding "general officers")..... | 341 | \$111,591 00 | 91 |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 63,494 | |
| Number of passengers carried one mile..... | 1,851,627 | |
| Average distance carried..... | 29 | |
| Total passenger revenue..... | | \$55,402 20 |
| Average amount received from each passenger..... | | 87.256 |
| Average receipts per passenger per mile..... | | 2.992 |
| Estimated cost of carrying each passenger one mile..... | | 3.557 |
| Passenger earnings per mile of road..... | | 874 23 |
| Passenger earnings per train-mile..... | | 118 78.918 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 107,384 | |
| Number of tons carried one mile..... | 11,113,899 | |
| Average distance haul of one ton..... | 66 $\frac{1}{2}$ | |
| Total freight revenue..... | | 192,583 33 |
| Average amount received for each ton of freight..... | | 97.567 |
| Average receipts per ton per mile..... | | 1.732 |
| Estimated cost of carrying one ton one mile..... | | 1.137 |
| Freight earnings per mile of road..... | | 2,757 88 |
| Freight earnings per train-mile..... | | 2 41.954 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 247,985 53 |
| Passenger and freight revenue per mile of road..... | | 3,350 25.034 |
| Passenger and freight earnings..... | | 268,868 91 |
| Passenger and freight earnings per mile of road..... | | 3,632 38.192 |
| Gross earnings from operation..... | | 273,244 29 |
| Gross earnings from operation per mile of road..... | | 3,691 49.270 |
| Expenses..... | | 192,340 37 |
| Expenses per mile of road..... | | 2,598 62.699 |
| Train mileage: | | |
| Miles run by passenger trains..... | 47,043 | |
| Miles run by freight trains..... | 62,081 | |
| Miles run by mixed trains..... | 29,730 | |
| Total mileage trains earning revenue..... | 138,854 | |
| Miles run by construction and other trains..... | 6,146 | |
| Grand total train mileage..... | 145,000 | |
| Mileage of loaded freight cars—north..... | 750,857 | |
| Mileage of loaded freight cars—south..... | 384,223 | |
| Mileage of empty freight cars—north..... | 44,087 | |
| Mileage of empty freight cars—south..... | 391,316 | |
| Average number of freight cars in train..... | 19 $\frac{1}{2}$ | |
| Average number of loaded cars in train..... | 13 8-10 | |
| Average number of empty cars in train..... | 5 | |
| Average number of tons of freight in train..... | 110 | |
| Average number of tons of freight in each loaded car..... | 5 6-10 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|--|---|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain—bushels..... | 166,215 | 24,270 | | |
| Hay—bales..... | 2,937 | | | |
| Cotton—bales..... | 7,426 | 20,343 | | |
| Fruit and vegetables—packages..... | 44,623 | 40,463 | | |
| Peanuts—bags..... | 28,478 | 10,841 | | |
| Cotton seed—bags..... | 1,301 | | | |
| Products of animals: | | | | |
| Live stock—heads..... | 2,693 | 315 | | |
| Poultry, game and fish—packages..... | 24,730 | 8,193 | | |
| Eggs—packages..... | 4,610 | 5,543 | | |
| Products of forest: | | | | |
| Ties and staves—number of..... | 221,760 | 249,639 | | |
| Lumber—feet..... | 33,746,306 | 12,945,666 | | |
| Mill logs—feet..... | 3,037,560 | | | |
| Wood and jumper logs—cords..... | 9,330 | 4,290 | | |
| Shingles—number thousands..... | 1,823 | 3,341 | | |
| Manufactures: | | | | |
| Naval stores—pounds..... | 1,227 | 517 | | |
| Bricks..... | 25,750 | | | |
| Tubs..... | 1,113 | | | |
| Miscellaneous—other commodities not mentioned above..... | 43,727 | 15,071 | | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--------------------------------------|---------------------------|------------------------------|----------------------------|------------|-------------------------------------|---------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 1 | 1 | Eames. | | |
| Freight..... | | 5 | 4 | Vacuum. | | |
| Switching..... | | 1 | 1 | Automatic. | | |
| Total..... | | 7 | 6 | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | | 4 | 4 | Eames. | 4 | Miller. |
| Combination..... | | 2 | 2 | Eames. | 2 | " |
| Baggage, express, and postal cars... | | 2 | 2 | Eames. | 2 | " |
| Total..... | | 8 | 8 | | 8 | |
| Cars in freight service: | | | | | | |
| Box cars..... | | 75 | | | | |
| Flat cars..... | | 116 | | | | |
| Stock cars..... | | 19 | | | | |
| Coal cars..... | | 5 | | | | |
| Total..... | | 215 | | | | |
| Cars in company's service: | | | | | | |
| Gravel cars..... | | 14 | | | | |
| Caboose cars..... | | 5 | | | | |
| Total..... | | 19 | | | | |
| Cars leased..... | | 50 | | | | |
| Grand total..... | | 299 | | | | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under contract, etc. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 73.05 | 97 | ..... | 74.02 | 52.32 | 21.70 |
| Miles of yard track, sidings, and spurs..... | 9.03 | ..... | ..... | 9.03 | 9.03 | ..... |
| Total mileage operated (all tracks)..... | 82.08 | 97 | ..... | 83.05 | 61.35 | 21.70 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under lease. | Total mileage, excluding trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|---|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Virginia..... | 22.13 | ..... | ..... | 22.13 | 6.38 | 15.75 |
| North Carolina..... | 50.92 | 97 | ..... | 51.89 | 45.94 | 5.95 |
| Total mileage operated (single track)..... | 73.05 | 97 | ..... | 74.02 | 52.32 | 21.70 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|--------|------------------|--|
| Steel..... | 502.18 | 56 | \$35 00 |
| Total steel..... | 502.18 | 56 | \$35 00 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|--------------------------------------|---------|--------------------------------------|
| Oak, cypress, pine, and juniper..... | 32,905 | 28 |
| Total..... | 32,905 | 28 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—Tons. | | WOOD—Cords. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Total..... | | 4,239 | | | | 214,266 | 44 |
| Average cost at distributing point..... | | \$2 90 | | | | | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------|------------|----------|-----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | | | | | 1 | | |
| Total..... | | | | | | 1 | | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|--------------------|--------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| FROM— | To— | MILES. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Berkley..... | Edenton, N. C..... | 73.05 | 61 | 8.90 | 64.15 | 62.74 | 12 | 76 | 4.55 | 13 | 87 | 5.76 |
| | Total..... | 73.05 | 61 | 8.90 | 64.15 | 62.74 | 12 | 76 | 4.55 | 13 | 87 | 5.76 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------|---------|-----------------|-------|-----------------|-------|-------------------|-------|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Iron | 1 | 57 | ..... | 57 | ..... | 57 | ..... |  |  |
| Combination..... | 3 | 33 | ..... | 47 | ..... | 113 | ..... |  |  |
| Total..... | 4 | 90 | ..... | 104 | ..... | 170 | ..... |  |  |
| Trestles..... | 16 | 16 | ..... | 487 | ..... | 1,725 | ..... |  |  |

Gauge of track—4 feet, 8½ inches.

TELEGRAPH.

Owned by another company, but located on property of this road.

| MILES OF LINE. | MILES OF WIRE. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|----------------|---------------------------------|-----------------------------|
| 74 | 74 | Western Union Telegraph Co..... | Western Union Telegraph Co. |

OATH.

STATE OF VIRGINIA,
CITY OF NORFOLK, } ss :

We, the undersigned, M. R. King, general manager, and J. P. Jeringan, auditor, of the Norfolk Southern railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

M. R. KING, *Gen. Manager.*

J. P. JERINGAN, *Auditor.*

Subscribed and sworn to before me this 3d day of February, 1891.

L. D. STARKE,
Notary Public.

PETERSBURG AND ASYLUM RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Petersburg and Asylum railroad company.

Date of organization—1888.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------------------|--------------------|---------------------|
| President | George Beadle..... | Petersburg, Va. |
| Secretary..... | John Mann..... | " " |
| Treasurer..... | H. C. Hardy..... | " " |
| Attorney or General Counsel..... | John Mann..... | " " |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|-------------------------------------|-----------------|-----------------------------------|------------------------------------|--|
| | From— | To— | | |
| Petersburg and Asylum railroad..... | Petersburg..... | Norfolk and Western railroad..... | 3 $\frac{3}{8}$ | |
| Total mileage operated..... | | | 3 $\frac{3}{8}$ | |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|---------------------------|-------------------|----------------------|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 400 | \$50 00 | \$20,000 00 | | | |
| Total | 400 | \$50 00 | \$20,000 00 | | | |

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Cash realized on the amount issued. | INTEREST. | |
|------------------------------|----------------|-----------|-----------------------------|----------------|-------------------------------------|-----------|---------------|
| | Date of issue. | When due. | | | | Rate. | When payable. |
| First mortgage..... | 1890 | 1910 | \$50,000 | \$30,000 | \$30,000 | 6 p'r c't | 1910 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction : Road built by contract..... | | | | | \$33,000 00 | \$10,000 00 |

INCOME ACCOUNT.

| | |
|-------------------------|---------|
| Deductions from income: | |
| Taxes..... | \$47 83 |

EARNINGS FROM OPERATION.

| ITEMS. | Total receipts. | Deductions, account of repayments, etc. | Actual earnings. |
|---|--------------------|--|---------------------|
| Total passenger revenue..... | | | \$6,547 51 |
| Total freight revenue..... | | | 202 71 |
| Total passenger and freight earnings..... | | | \$6,550 22 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--------------------------------|--|--------------------------------------|------------|
| Recapitulation of expenses: | | | |
| Conducting transportation..... | | | \$3,022 50 |
| General expenses..... | | | 322 30 |
| Grand total..... | | | \$3,344 80 |

COMPARATIVE GENERAL BALANCE SHEET.

| | |
|------------------------------|----------|
| Grand total liabilities..... | 2,167 79 |
|------------------------------|----------|

GAUGE OF TRACK.

Gauge of track—4 feet, 8½ inches; 3¾ miles.

OATH.

STATE OF VIRGINIA, }
CITY OF RICHMOND, } ss:

I, the undersigned, George Beadle, president of the Petersburg and Asylum railroad company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

GEORGE BEADLE,
President and Acting Treasurer.

Subscribed and sworn to before me this 13th day of February, 1891.

S. B. GINN,
Notary Public.

VALLEY RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Valley railroad company.
Organized under the laws of the state of Virginia.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|------------------------|-----------------------|-----------------------------|
| J. J. Allen..... | Waskey Mills, Va..... | November 1890. |
| Wm. A. Anderson..... | Lexington, Va..... | " " |
| R. W. Burke..... | Staunton, Va..... | " " |
| Henry Duval..... | Baltimore, Md..... | " " |
| Osmun Latrobe..... | Baltimore, Md..... | " " |
| Decatur H. Miller..... | Baltimore, Md..... | " " |
| Charles F. Mayer..... | Baltimore, Md..... | " " |

Total number of stockholders at date of last election—164.

Date of last meeting of stockholders for election of directors—November 15th, 1889.

Postoffice address of general office—Staunton, Va.

Postoffice address of operating office—Baltimore, Md.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------------|---------------------------|---------------------|
| President..... | Charles F. Mayer..... | Baltimore, Md. |
| Secretary..... | W. H. Ijams..... | Baltimore, Md. |
| Treasurer..... | | |
| Attorney or general solicitor..... | Sheffey & Bumgardner..... | Staunton, Va. |
| Auditor..... | G. H. Slaughter..... | Baltimore, Md. |
| General Manager..... | J. T. Edell..... | Baltimore, Md. |
| Superintendent..... | T. C. Prince..... | Winchester, Va. |

*PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|------------------------------|-----------------------|----------------|------------------------------------|--|
| | From— | To— | | |
| Valley railroad company..... | Harrisonburg, Va..... | Salem, Va..... | | 113 |

*The road is constructed and operated from Harrisonburg to Lexington, Va., 62 miles. The remaining 51 miles being incomplete.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--------------------------------------|--------------------------------------|--|-----------------------------|-------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 27,122 | \$100 | | \$2,712,200 | | |
| Total..... | 27,122 | | | 2,712,200 | | |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash real'd on amt't issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| | | | | | | |
| Issued for cash—common..... | | | 27,122 | 2,712,200 | | |
| Total..... | | | 27,122 | \$2,712,200 | | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | Rate. | INTEREST. | | |
|------------------------------|----------------|-------------|-----------------------------|----------------|---------------------|-------------------------------------|-------------|---------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount matured during year. |
| Mortgage..... | Oct. 1, 1921 | May 1, 1922 | \$1,000,000 | \$750,000 | \$750,000 | ..... | 6 per cent. | April & Oct. | \$45,000 | \$45,000 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | INTEREST. | |
|---------------------|---------------------|-----------------------------|
| | Amount outstanding. | Amount accrued during year. |
| Mortgage bonds..... | \$750,000 | \$45,000 |
| Total..... | \$750,000 | \$45,000 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|-------------|--|-------------|
| Cash..... | \$8,016 36 | Wages and salaries..... | \$3,333 05 |
| Bills receivable..... | 225 00 | Net traffic balances due to other companies..... | 27,531 58 |
| Due from agents..... | 10,633 10 | Balance cash assets..... | 45,861 36 |
| Due from solvent companies and individuals..... | 2,351 53 | | |
| *Other cash assets..... | 55,500 00 | | |
| Total..... | \$76,725 99 | Total..... | \$76,725 99 |

* Materials and supplies on hand, \$3,001 50.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|------------------|-------------------------|-----------------------------|-------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$2,712,200 | ..... | ..... | 113 | \$24,001 77 |
| Bonds..... | 750,000 | ..... | ..... | 113 | 6,637 16 |
| Total..... | \$3,462,200 | \$3,462,200 | ..... | 113 | \$30,638 95 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| EXPENDITURES DURING YEAR. | | | | Total cost to June 30, 1889. | Total cost to June 30, 1890. | Cost per mile. |
|---|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| ITEMS. | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction: | | | | | | |
| Right of way..... | | | \$1,311 00 | \$285,921 37 | \$287,232 37 | |
| Other real estate..... | | | | | | |
| Fences..... | | | | | | |
| Grading and bridge and culvert masonry. | | | | | | |
| Bridges and trestles... | | | | | | |
| Rails..... | | | | | | |
| Ties..... | | | | | | |
| Other superstructure.. | | | | | | |
| Buildings, furniture, and fixtures..... | | | | | | |
| Shop machinery and tools..... | | | | | | |
| Engineer's expenses.. | | | | | | |
| Interest during con- struction..... | | | 1,284 91 | 3,068,059 97 | 3,069,344 88 | |
| Discount on securities sold for construction. | | | | | | |
| Telegraph line..... | | | | | | |
| Wharfing, etc..... | | | | | | |
| Sidings and yard ex- tensions..... | | | | | | |
| Terminal facilities and elevators..... | | | | | | |
| Road built by con- tract..... | | | | | | |
| Purchase of con- structed road..... | | | | | | |
| Other items..... | | | | | | |
| Total construction | | | 2,595 91 | 3,353,981 34 | 3,356,577 25 | |
| Equipment: | | | | | | |
| Locomotives..... | | | | 20,553 73 | 20,553 73 | |
| Total equipment..... | | | | 20,553 73 | 20,553 73 | |
| Total cost construc- tion, equipment, etc..... | | | 2,595 91 | \$3,374,535 07 | 3,377,130 98 | |

INCOME ACCOUNT.

| | | |
|---|--------------|-------------|
| Gross earnings from operation..... | \$126,299 29 | |
| Less operating expenses..... | 95,377 75 | |
| Income from operation..... | | 30,921 54 |
| Interest on bonds owned..... | 2,223 82 | |
| Miscellaneous income—less expenses..... | 3,475 50 | |
| Income from other sources..... | | 5,699 32 |
| Total income..... | | 36,620 82 |
| Deductions from income: | | |
| Interest on funded debt accrued..... | 4,500 00 | |
| Taxes..... | 3,821 18 | |
| Total deductions from income..... | | 48,821 18 |
| Deficit..... | | 12,200 36 |
| Deficit on June 30, 1889..... | | 48,228 62 |
| Deficit on June 30, 1890..... | | \$66,780 71 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of re-payments, etc. | Actual earnings. |
|---|-----------------|--|------------------|
| Passenger: | | | |
| Total passenger revenue..... | | | \$47,051 51 |
| Mail..... | | | 5,762 92 |
| Express..... | | | 5,616 54 |
| Total passenger earnings..... | | | 58,430 97 |
| Freight: | | | |
| Total freight earnings..... | | | 67,868 32 |
| Total passenger and freight earnings..... | | | 126,299 29 |
| Total gross earnings from operation—Virginia..... | | | \$126,299 29 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|----------------------------|--------------------|-------------|------------------------------|
| Rockbridge county, Va..... | \$22,500 00 | 6 per cent. | \$1,408 25 |
| Botetourt county, Va..... | 8,000 00 | 6 per cent. | 815 57 |
| Roanoke county, Va..... | 25,000 00 | 6 per cent. | |
| Total..... | \$55,500 00 | | \$2,223 82 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Freight Traffic. | Chargeable to Passenger Traffic. | Total. |
|--|--------------------------------|----------------------------------|--------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | | | \$23,624 31 |
| Renewals of rails..... | | | 4,197 34 |
| Renewals of ties..... | | | 8,004 97 |
| Repairs of bridges and culverts..... | | | 8,586 78 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | | | 476 13 |
| Repairs of buildings..... | | | 1,478 90 |
| Repairs of telegraph..... | | | 26 54 |
| Total | | | 46,394 97 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | | | 5,617 00 |
| Repairs and renewals of freight cars..... | | | 7 31 |
| Shop machinery, tools, etc..... | | | 589 20 |
| Total | | | 6,213 51 |
| Conducting transportation: | | | |
| Wages of engineers, firemen and roundhousemen..... | | | 5,772 97 |
| Fuel for locomotives..... | | | 5,271 47 |
| Water supply for locomotives..... | | | 953 54 |
| All other supplies for locomotives..... | | | 427 84 |
| Wages of other trainmen..... | | | 4,892 09 |
| All other train supplies..... | | | 122 51 |
| Wages of switchmen, flagmen and watchmen..... | | | 678 00 |
| Expense of telegraph, including train dispatchers and operators..... | | | 1,530 00 |
| Wages of station agents, clerks and laborers..... | | | 7,447 78 |
| Station supplies..... | | | 253 52 |
| Switching charges—balance..... | | | 73 |
| Car mileage—balance..... | | | 7,207 63 |
| Loss and damage..... | | | 1,920 76 |
| Other expenses..... | | | 936 90 |
| Total | | | 37,415 74 |
| General expenses: | | | |
| Salaries of officers..... | | | 1,610 85 |
| Salaries of clerks..... | | | 1,380 00 |
| General office expenses and supplies..... | | | 383 36 |
| Advertising..... | | | 6 50 |
| Insurance..... | | | 46 50 |
| Legal expenses..... | | | 1,571 47 |
| Stationery and printing..... | | | 354 85 |
| Total | | | 5,353 53 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | | | 46,394 97 |
| Maintenance of equipment..... | | | 6,213 51 |
| Conducting transportation..... | | | 37,415 74 |
| General expenses..... | | | 5,353 53 |
| Grand total..... | | | \$95,377 75 |
| Percentage of expenses to earnings—entire line | | | 75.52 |

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 5 | \$2,450 00 | \$1 56 |
| General office clerks..... | 3 | 1,530 00 | 1 63 |
| Station agents..... | 16 | | 95 |
| Other station men..... | 11½ | | 82 |
| Supervisor..... | 1 | | 2 33 |
| Section foremen..... | 12 | | 1 30 |
| Other track men..... | 50 | | 1 05 |
| Switchmen, flagmen, and watchmen..... | 4 | | 1 05 |
| Telegraph operators and dispatchers..... | 4½ | | 98 |
| All other employees and laborers..... | 3 | | 1 05 |
| Total (including "general officers")..... | 109 | | |
| Less "general officers"..... | 5 | | |
| Total (excluding "general officers")..... | 104 | | |
| Distribution of above: | | | |
| General administration..... | 8 | 3,980 00 | 1 59 |
| Maintenance of way and structures..... | 70 | | 1 11 |
| Conducting transportation..... | 31 | | 90% |
| Total (including "general officers")..... | 109 | | |
| Less "general officers"..... | 5 | | |
| Total (excluding "general officers")..... | 104 | | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Train mileage: | | |
| Miles run by passenger trains..... | 47,448 | |
| Miles run by mixed trains..... | 59,059 | |
| Total mileage trains earning revenue..... | 106,507 | |
| Mileage of loaded freight cars—north or east..... | 132,326 | |
| Mileage of loaded freight cars—south or west..... | 229,715 | |
| Mileage of empty freight cars—north or east..... | 86,199 | |
| Mileage of empty freight cars—south or west..... | 27,459 | |
| Average number of freight cars in train..... | 8 | |
| Average number of loaded cars in train..... | 6 | |
| Average number of empty cars in train..... | 2 | |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|----------------|---------------------------|------------------------------|----------------------------|-------|-------------------------------------|-------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | | 1 | | | | |
| Freight..... | | 2 | | | | |
| Total..... | | 3 | | | | |

MILEAGE.

Mileage of road Operated.

| LINE IN USE | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|------------------------------------|--------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | | | 60 | | 2 | 62 | 19 | 43 |
| Miles of yard track, sidings, and spurs..... | | | 6 | | 1.75 | 7.75 | 6.50 | 1.25 |
| Total mileage operated (all tracks)..... | | | 66 | | 3.75 | 69.75 | 25.50 | 44.25 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia..... | | | 60 | 60 | 2 | 19 | 43 |
| Total mileage operated (single track)..... | | | 60 | 60 | 2 | 19 | 43 |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|-------|------------------|--|
| Steel..... | 500 | 65 | \$31 00 |
| Total steel..... | 500 | 65 | \$31 00 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------|---------|--------------------------------------|
| White oak..... | 23,018 | 33½ |
| Total..... | 23,018 | 33½ |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—Tons. | | WOOD—Cords. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|-------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 329 | 1½ | | 330 | 7,276 | 90.7 |
| Freight..... | | 1,671 | 4½ | | 1,674 | 36,583 | 91.5 |
| Switching..... | | 188 | 1½ | | 189 | 4,064 | 93 |
| Construction..... | | 116 | 1½ | | 117 | 2,125 | 110.1 |
| Total..... | | 2,304 | 9 | | 2,310 | 50,048 | 92.3 |
| Average cost at distributing point..... | | \$1 31 | \$1 81 | | | | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------------|------------|----------|-----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | | | | | | 1 | | 1 |
| Falling from trains and engines... | | | | | | 1 | | 1 |
| Total..... | | | | | | 2 | | 2 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | |
|--------------------------------|--------------------|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. |
| Harrisonburg, Va..... | Lexington, Va..... | 62 | ..... | 22 | 40 | ..... | ..... | 1150 | ..... | ..... | 1375 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------|---------|-----------------|-------|-----------------|-------|-------------------|-------|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| | | | | | | | | | |
| Bridges: | | | | | | | | | |
| Stone..... | 2 | 21 | 6 | 118 | ..... | 139 | 6 | | |
| Iron..... | 8 | 34 | ..... | 332 | ..... | 1,363 | 5 | | |
| Combination..... | 1 | 100 | ..... | 100 | ..... | 100 | | | |
| Total..... | 11 | 155 | 6 | 500 | ..... | 1,602 | 11 | | |
| Trestles..... | | | | | | | | | |
| | 26 | 13 | ..... | 950 | ..... | 3,802 | 2 | | |
| (Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | 16 | 9 |
| Total..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | 16 | 9 |
| Overhead railway crossings: | | | | | | | | | |
| Bridges..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 19 | 5 |
| Total..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 19 | 5 |

Gauge of track, 4 feet 8¾ inches. 60 miles.

TELEGRAPH.

Owned by company making this report.

| MILES OF WIRE. | OPERATED BY ANOTHER COMPANY. | |
|----------------|------------------------------|----------------------------------|
| | Miles of wire. | Name of operating company. |
| 124 | 124 | Western Union Telegraph company. |

OATH.

STATE OF MARYLAND, }
CITY OF BALTIMORE, } ss.

We, the undersigned, J. T. Odell, general manager, and W. H. Ijams, treasurer of the Valley railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. T. ODELL,
General Manager.

W. H. IJAMS,
Treasurer.

Subscribed and sworn to before me this 12th day of February, 1891.

ROBERT A. THURSBY,
Justice of the Peace.

ALEXANDRIA AND FREDERICKSBURG RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—Alexandria and Fredericksburg railway company.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|----------------------|---------------------|
| Trustees..... | { J. N. Dubarry..... | Philadelphia, Pa. |
| | { John P. Green..... | " " |
| Secretary..... | Albert Hewson..... | " " |
| Treasurer..... | John S. Leib..... | Baltimore, Md. |
| Local Treasurer..... | John Scott..... | Philadelphia, Pa. |
| General Solicitor..... | J. P. Kerr..... | Baltimore, Md. |
| Auditor..... | Chas. E. Pugh..... | Philadelphia, Pa. |
| General Manager..... | W. H. Brown..... | " " |
| Chief Engineer..... | H. F. Kenney..... | " " |
| General Superintendent..... | H. H. Carter..... | Wilmington, Del. |
| Division Superintendent..... | | |

Postoffice address of general office—Baltimore, Md.

Postoffice address of operating office—Baltimore, Md.

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|-------------------------|-------------------|------------------------------------|--|
| | From— | To— | | |
| Alexandria and Fredericksburg railway company..... | St. Asaph Junction, Va. | Quantico, Va..... | | 28.64 |

INCOME ACCOUNT.

| | | |
|------------------------------------|--------------|-------------|
| Gross earnings from operation..... | \$152,693 94 | |
| Less operating expenses..... | 162,678 87 | |
| Deficit..... | | 9,984 93 |
| Deduction from income: | | |
| Other deductions..... | | 17,331 34 |
| Deficit..... | | \$27,316 27 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of re-payments, etc. | Actual earnings. |
|--|-----------------|--|------------------|
| Passenger: | | | |
| Total passenger revenue..... | | | \$67,882 01 |
| Mail..... | | | 13,595 45 |
| Express..... | | | 6,351 14 |
| Extra baggage and storage..... | | | 837 85 |
| Total passenger earnings..... | | | 88,666 45 |
| Freight: | | | |
| Total freight earnings..... | | | 63,068 31 |
| Total passenger and freight earnings..... | | | 151,734 76 |
| Other earnings from operation: | | | |
| Rentals not otherwise provided for..... | 321 01 | | |
| Other sources..... | 638 17 | | |
| Total other earnings..... | | | 959 18 |
| Total gross earnings from operation—entire line..... | | | \$152,693 94 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|---|--|--------------------------------------|---------------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$10,848 30 | \$7,232 23 | \$18,080 53 |
| Renewals of rails..... | 952 85 | 635 20 | 1,588 05 |
| Renewals of ties..... | 3,256 75 | 2,171 17 | 5,427 92 |
| Repairs of bridges and culverts..... | 14,650 36 | 9,766 92 | 24,417 28 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 30 89 | 20 60 | 51 49 |
| Repairs of buildings..... | 597 52 | 2,419 65 | 2,917 17 |
| Repairs of telegraph..... | 14 | 10 | 24 |
| Other expenses..... | 2,383 72 | 1,589 14 | 3,972 86 |
| Total | 32,620 53 | 23,835 01 | 56,455 54 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 10,564 22 | 5,749 39 | 16,313 61 |
| Repairs and renewals of passenger cars..... | 4,134 68 | ..... | 4,134 68 |
| Repairs and renewals of freight cars..... | ..... | 5,609 62 | 5,609 62 |
| Shop machinery, tools, etc..... | 37 34 | 24 90 | 62 24 |
| Other expenses..... | 1,014 86 | 676 56 | 1,691 42 |
| Total | 15,751 10 | 12,060 47 | 27,811 57 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 5,023 11 | 4,558 10 | 9,581 21 |
| Fuel for locomotives..... | 7,658 68 | 8,433 72 | 16,092 40 |
| Water supply for locomotives..... | 999 64 | 666 43 | 1,666 07 |
| All other supplies for locomotives..... | 574 82 | 447 13 | 1,021 95 |
| Wages of other trainmen..... | 6,122 73 | 7,003 47 | 13,126 20 |
| All other train supplies..... | 901 42 | 431 96 | 1,333 38 |
| Wages of switchmen, flagmen, and watchmen..... | 1,036 37 | 659 52 | 1,695 89 |
| Expense of telegraph, including train dispatchers and operators..... | 1,970 19 | 1,504 66 | 3,474 85 |
| Wages of station agents, clerks, and laborers..... | 4,073 73 | 4,484 91 | 8,558 64 |
| Station supplies..... | 752 47 | 570 01 | 1,322 48 |
| Car mileage—balance..... | 1,087 87 | 7,137 63 | 8,225 50 |
| Loss and damage..... | 403 60 | 584 85 | 988 35 |
| Other expenses..... | 816 43 | 596 33 | 1,412 76 |
| Total..... | 31,420 96 | 37,078 72 | 68,499 68 |
| General expenses: | | | |
| Salaries of officers..... | 365 80 | 243 87 | 609 67 |
| Salaries of clerks..... | 716 37 | 477 60 | 1,193 97 |
| General office expenses and supplies..... | 21 88 | 14 60 | 36 48 |
| Agencies, including salaries and rent..... | 2,709 72 | ..... | 2,709 72 |
| Advertising..... | 889 01 | 1 00 | 890 01 |
| Insurance..... | ..... | 25 54 | 25 54 |
| Legal expenses..... | 1,128 38 | 650 54 | 1,779 92 |
| Stationery and printing..... | 1,247 84 | 645 33 | 1,893 17 |
| Other general expenses..... | 464 16 | 369 44 | 773 60 |
| Total..... | 7,544 16 | 2,367 92 | 9,912 08 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 32,620 53 | 23,835 01 | 56,455 54 |
| Maintenance of equipment..... | 15,751 10 | 12,060 47 | 27,811 57 |
| Conducting transportation..... | 31,420 96 | 37,078 72 | 68,499 68 |
| General expenses..... | 7,544 16 | 2,367 92 | 9,912 08 |
| Grand total | \$87,336 75 | \$75,342 82 | \$162,678 87 |
| Percentage of expenses to earnings—entire line..... | | | 106.54 |

IMPORTANT CHANGES DURING THE YEAR.

The Alexandria & Fredericksburg railway company consolidated with the Alexandria & Washington railway company, March 26, 1890, forming the Washington Southern railway company. The accounts of the constituent companies closing March 31, 1890, and the accounts of the new or consolidated company beginning April 1, 1890.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams express company.

United States mails carried.

Sleeping and Parlor cars furnished by Pullman's Palace Car company.

Agreement with Baltimore & Potomac railroad company, Philadelphia, Wilmington & Baltimore railroad company, Alexandria & Washington railroad company, and Washington, Ohio & Western railroad company, dated January 7, 1885.

Agreement with Western Union Telegraph company.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| Station agents..... | 4 | \$2,820 00 | \$2 25 |
| Other station men..... | 20 | 9,002 04 | 1 44 |
| Conductors..... | 6 | 6,085 20 | 3 24 |
| Other trainmen..... | 40 | 19,369 80 | 1 55 |
| Carpenters..... | 8 | 5,068 20 | 2 02 |
| Section foremen..... | 7 | 3,840 00 | 1 75 |
| Other trackmen..... | 36 | 11,932 80 | 1 06 |
| Switchmen, flagmen, and watchmen..... | 16 | 5,736 00 | 1 15 |
| Telegraph operators and dispatchers..... | 11 | 4,943 28 | 1 44 |
| Total (including "general officers")..... | 148 | 68,797 32 | |
| Distribution of above: | | | |
| Maintenance of way and structures..... | 67 | 26,577 00 | 1 27 |
| Conducting transportation | 81 | 42,220 32 | 1 67 |
| Total (including "general officers")..... | 148 | \$68,797 32 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

For nine months ending March 31, 1890.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 484,995 | |
| Number of passengers carried one mile..... | 3,715,093 | |
| Average distance carried..... | 8 | |
| Total passenger revenue..... | | 67,882 01 |
| Average amount received from each passenger..... | | 13.966 |
| Average receipts per passenger per mile..... | | 1.827 |
| Estimated cost of carrying each passenger one mile..... | | 2.350 |
| Passenger earnings per mile of road..... | | 3,095 89 |
| Passenger earnings per train-mile..... | | 95.412 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 547,822 | |
| Number of tons carried one mile..... | 8,448,287 | |
| Average distance haul of one ton..... | 15 | |
| Total freight revenue..... | | 63,068 31 |
| Average amount received for each ton of freight..... | | 11.512 |
| Average receipts per ton per mile..... | | 746 |
| Estimated cost of carrying one ton one mile..... | | 891 |
| Freight earnings per mile of road..... | | 2,202 10 |
| Freight earnings per train-mile..... | | 95.427 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 130,950 32 |
| Passenger and freight revenue per mile of road..... | | 4,572 28 |
| Passenger and freight earnings..... | | 151,734 76 |
| Passenger and freight earnings per mile of road..... | | 5,297 99 |
| Gross earnings from operation..... | | 152,693 94 |
| Gross earnings from operation per mile of road..... | | 5,331 49 |
| Expenses..... | | 162,678 87 |
| Expenses per mile of road..... | | 5,680 12 |
| Train mileage: | | |
| Miles run by passenger trains..... | 92,930 | |
| Miles run by freight trains..... | 66,090 | |
| Total mileage trains earning revenue..... | 159,020 | |
| Miles run by switching trains..... | 3,020 | |
| Miles run by construction and other trains..... | 9,270 | |
| Grand total train mileage..... | 171,310 | |
| Mileage of loaded freight cars—north or east..... | 415,171 | |
| Mileage of loaded freight cars—south or west..... | 369,919 | |
| Mileage of empty freight cars—north or east..... | 163,199 | |
| Mileage of empty freight cars—south or west..... | 232,266 | |
| Average number of freight cars in train..... | 17,863 | |
| Average number of loaded cars in train..... | 11,879 | |
| Average number of empty cars in train..... | 5,984 | |
| Average number of tons of freight in train..... | 127,830 | |
| Average number of tons of freight in each loaded car..... | 10.761 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight origi- nating on this road. Whole tons. | Freight received from connect- ing roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|---|--|--|---------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 1,548 | 11,608 | 13,156 | 2.402 |
| Flour..... | 157 | 11,669 | 11,826 | 2.159 |
| Other mill products..... | 179 | 2,881 | 3,060 | .559 |
| Hay..... | 80 | 2,575 | 2,655 | .485 |
| Tobacco..... | 15 | 5,463 | 5,478 | 1.000 |
| Cotton..... | | 10,340 | 10,340 | 1.887 |
| Fruit and vegetables..... | 230 | 54,191 | 54,421 | 9.932 |
| Other agricultural products..... | 41 | 4,765 | 4,806 | .877 |
| Products of animals: | | | | |
| Live stock..... | 24 | 16,725 | 16,749 | 3.057 |
| Dressed meats..... | 8 | 454 | 562 | .103 |
| Other packing-house products..... | 48 | 760 | 808 | .148 |
| Poultry, game and fish..... | 29 | 495 | 524 | .096 |
| Wool..... | 1 | 67 | 68 | .012 |
| Hides and leather..... | 28 | 920 | 948 | .173 |
| Other products of animals.... | 20 | 1,640 | 1,660 | .303 |
| Products of mines: | | | | |
| Anthracite coal..... | 207 | 46,618 | 46,825 | 8.547 |
| Bituminous coal..... | 60 | 427 | 487 | .089 |
| Ores..... | 1 | 2,276 | 2,277 | .416 |
| Stone, sand, and other like articles..... | 41 | 9,542 | 9,583 | 1.749 |
| Other products of mines..... | | 128 | 128 | .023 |
| Products of forest: | | | | |
| Lumber..... | 3,916 | 136,831 | 140,747 | 25.692 |
| Other products of the forest..... | 5,701 | 4,362 | 10,063 | 1.837 |
| Manufactures: | | | | |
| Petroleum and other oils..... | 41 | 17,363 | 17,404 | 3.177 |
| Sugar..... | 60 | 6,611 | 6,671 | 1.218 |
| Naval stores..... | | 131 | 131 | .024 |
| Iron, pig and bloom..... | 22 | 23,775 | 23,797 | 4.344 |
| Iron and steel rails..... | | 33,130 | 33,130 | 6.048 |
| Other castings and machinery..... | 235 | 42,804 | 43,039 | 7.856 |
| Bar and sheet metal..... | 1 | 883 | 884 | .161 |
| Cement, brick, and lime..... | 271 | 3,754 | 4,025 | .735 |
| Agricultural implements..... | 3 | 413 | 416 | .076 |
| Wagons, carriages, tools, etc..... | 28 | 194 | 222 | .041 |
| Wines, liquors, and beers..... | 846 | 4,542 | 5,388 | .984 |
| Household goods and furniture..... | 80 | 2,037 | 2,117 | .386 |
| Other manufactures..... | 701 | 50,006 | 50,707 | 9.256 |
| Merchandise..... | 137 | 4,823 | 4,960 | .905 |
| Miscellaneous—other commodities not mentioned above..... | 807 | 16,954 | 17,761 | 3.242 |
| Total tonnage..... | 15,566 | 532,257 | 547,823 | 100 |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total mileage operated. | RAILS. | |
|---|------------------------------------|------------------------|-----------------------------------|----------------------------|-------------|--------------|
| | Main line. | Branches and spurs. | Line of proprietary companies. | | Iron. | Steel. |
| Miles of single track..... | 28.64 | | | 28.64 | | 28.64 |
| Miles of yard track, sidings, and spurs..... | 4.91 | | | 4.91 | 3.78 | 1.13 |
| Total mileage operated (all tracks)..... | 33.55 | | | 33.55 | 3.78 | 29.77 |

Mileage Owned by Road Making this Report.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under contract, etc. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|------------------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia | 28.64 | | | 28.64 | | | 28.64 |
| Total mileage owned (single track)... | 28.64 | | | 28.64 | | | 28.64 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|----------------------|---------|--------------------------------------|
| White oak—No. 1..... | 5,888 | 50 |
| No. 2..... | 2,527 | 40 |
| Total..... | 8,415 | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|-------------------------------|------------|----------|----------------------------------|----------|------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 5 | | | | | | 5 |
| Collisions | 1 | 3 | | | | | 1 | 3 |
| Other train accidents | 1 | | | | | | 1 | |
| Other causes | 1 | 1 | | | | 3 | 1 | 4 |
| Total..... | 3 | 9 | | | | 3 | 3 | 12 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|--------------------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | | 1 | | 1 | | | | 1 |
| Other causes | | | | 4 | | | | 4 |
| Total..... | | 1 | | 5 | | | | 5 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | |
|--------------------------------|----------------|--------|-------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. |
| St. Asaph Ju | Quandico | 28.64 | 41 | 8.12 | 20.52 | 8.04 | 16 | 427.80 | 10.34 | 18 | 404.48 |
| | Total | 28.64 | 41 | 8.12 | 20.52 | 8.04 | 16 | 427.80 | 10.34 | 18 | 404.48 |
| | | | | | | | | | | | 10.26 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------------|-----------|-----------------|-----|-----------------|-----|-------------------|-----|---|----------|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone | 2 | | | | | 26 | | | |
| Wooden | 9 | | | | | 1,500 | | | |
| Total..... | 11 | | | | | 1,535 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 4 | | | | | | | 17 | 2 |
| Total..... | 4 | | | | | | | 17 | 2 |
| Overhead railway crossings: | | | | | | | | | |
| Bridges..... | 1 | | | | | | | 16 | 3 |
| Total..... | 1 | | | | | | | 16 | 3 |

Gauge of track—4 feet, 9 inches. 28.64 miles.

TELEGRAPH.

Owned by another company, but located on property of this road.

| MILES OF LINE. | MILES OF WIRE. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|----------------|---------------------------------|----------------------------------|
| 28.64 | 28.64 | Western Union Telegraph Co..... | Trustees, per C. E. Pugh, agent. |

OATH.

STATE OF PENNSYLVANIA, }
CITY OF PHILADELPHIA, } ss.:

We, the undersigned, Charles E. Pugh, agent for trustees, and John S. Leib, local treasurer for trustees of the Alexandria and Fredericksburg railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

CHARLES E. PUGH,
Agent for the Trustees.

JOHN S. LEIB,
Local Treasurer for Trustees.

Subscribed and sworn to before me this 12th day of February, 1891.

A. L. P. BURCHELL,
Notary Public.

STATE OF MARYLAND, }
CITY OF BALTIMORE, } ss.:

Subscribed and sworn to before me this 14th day of February, 1891, by John S. Leib, treasurer.

THOS. KELL BRADFORD,
Notary Public.

ALEXANDRIA AND FREDERICKSBURG RAILWAY COMPANY.

HISTORY.

Name of common carrier making this report—Alexandria and Fredericksburg railway company.

Date of organization—October 28, 1865.

Organized under the acts of general assembly of Virginia, February 3, 1864, June 4, 1870, March 4, 1891.

Charles E. Pugh, as agent for the trustees under the mortgage of the Alexander and Fredericksburg railway company, dated June 1, 1866, operates the Alexandria and Fredericksburg railway.

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---------------------|-----------------------|-----------------------------|
| John Cassels..... | Washington, D. C..... | March 26, 1890. |
| J. N. DuBarry..... | Philadelphia, Pa..... | " " " |
| John P. Green..... | Philadelphia, Pa..... | " " " |
| James P. Kerr..... | Baltimore, Md..... | " " " |
| John S. Leih..... | Baltimore, Md..... | " " " |
| G. C. Wilkins..... | Baltimore, Md..... | " " " |

Total number of Stockholders at date of last election—13.

Date of last meeting of stockholders for election of directors—November 12, 1889.

Post-office address of general office—Alexandria, Va.

Postoffice address of operating office—Charles E. Pugh, agent, 233 S. 4th Street, Philadelphia, Pa.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|----------------------------------|-----------------------|----------------------------|
| Chairman of Board..... | G. B. Roberts..... | 233 S. 4th St., Phila. Pa. |
| President..... | G. B. Roberts..... | 233 S. 4th St., Phila. Pa. |
| Secretary..... | Albert Hewson..... | 233 S. 4th St., Phila. Pa. |
| Treasurer..... | | |
| General Solicitor..... | John Scott..... | 233 S. 4th St., Phila. Pa. |
| Assistant General Solicitor..... | James A. Logan..... | 233 S. 4th St., Phila. Pa. |
| Solicitor..... | Frances L. Smith..... | Alexandria, Va. |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | By what company Operated.* | Under what kind of contract operated. | Miles of Line. |
|---|------------------------------|-------------------|-------------------------------|--|-------------------|
| | From— | To— | | | |
| The Alexandria & Fredericksburg railroad co. | St. Asaph's junction..... | Quantico, Va..... | | For cost.... | 28.64 |

* Operated by Charles E. Pugh agent for the trustees under the mortgage of the Alexandria and Fredericksburg railway company, dated June 1, 1866.

The property of the Alexandria and Fredericksburg railway company to March 31, 1890, was in the possession of J. N. DuBarry and John P. Green, trustees, under the provisions of its mortgage of June 1, 1866, and the said trustees appointed Charles E. Pugh their agent to operate the said property.

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value au- thorized. | Total am't issued and outstand'g. | DIVIDENDS DECLARED DURING YEAR. | |
|---|---|---|-------------------------------------|---|--------------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock—Common..... | 20,000 | \$100 | \$2,000,000 | \$1,000,000 | | |
| Total | 20,000 | 100 | 2,000,000 | 1,000,000 | | |
| Manner of payment for capital stock. | Number of shares is- sued dur- ing year. | Cash real'd on amo't issued du- ring year. | Total num- ber of shares. | Total cash realized. | Remarks. | |
| Issued for constr'n—com. | | | 10,000 | | | |
| Total..... | | | 10,000 | | Issued at par for con- struction. | |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding March 31, 1890. | Cash realized on the amount issued. | Rate. | When payable. | INTEREST. | |
|------------------------------|--------------------------------------|------------|-----------------------------|----------------|------------------------------------|-------------------------------------|-------------|---------------|---|---|
| | Date of issue. | When due. | | | | | | | Amount accrued July 1, 1889, to March 31, 1890. | Amount matured July 1, 1890, to March 31, 1890. |
| First mortgage..... | June 1, 1866 to Sept. 17, 1872 | June, 1896 | \$1,000,000 | \$1,000,000 | \$1,000,000 | ..... | 7 per cent. | 1 June & Dec. | \$52,500 | \$55,000 |

* Issued at par for construction.

CURRENT ASSETS AND LIABILITIES.

Covering operations to March 31, 1890.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES. | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890. | |
|--|-----------------------|---|-----------------------|
| Cash..... | \$63,239 07 | Loans and bills payable..... | \$63,239 07 |
| Balance—current liabilities..... | 1,257,375 00 | Matured interest coupons unpaid (including coupons due Decem- ber 1, 1889 | 1,257,375 00 |
| Total..... | \$1,320,614 07 | Total..... | \$1,320,614 07 |

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|--------------------|---------------------------------|--------------------|-------------------------|-----------------------------|--------------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| Capital stock..... | \$1,000,000 | \$1,000,000 | ..... | 28.64 | \$34,916 20 |
| Bonds..... | 1,000,000 | 1,000,000 | ..... |  | 34,916 20 |
| Total..... | \$2,000,000 | \$2,000,000 | ..... | 28.64 | \$69,832 40 |

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| EXPENDITURES DURING YEAR. | | | | Total cost to June 30, 1889. | Total cost to Mar. 31, 1890. | Cost per mile. |
|--|---------------------------------------|--|--|------------------------------------|------------------------------------|-------------------|
| ITEMS. | Included in operating expenses. | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | | |
| Construction: | | | | | | |
| Right of way..... | | | | | | |
| Other real estate..... | | | | | | |
| Fences..... | | | | | | |
| Grading and bridge and culvert masonry..... | | | | | | |
| Bridges and trestles..... | | | | | | |
| Rails..... | | | | | | |
| Ties..... | | | | | | |
| Other superstructure..... | | | | | | |
| Buildings, furniture, and fixtures..... | | | | | | |
| Shop machinery and tools..... | | | | | | |
| Engineer's expenses..... | | | | | | |
| Interest during con- struction..... | | | | | 2,014,549 34 | 70,340 41 |
| Discount on securities sold for construction..... | | | | | | |
| Telegraph line..... | | | | | | |
| Wharfing, etc..... | | | | | | |
| Sidings and yard ex- tensions..... | | | | | | |
| Terminal facilities and elevators..... | | | | | | |
| Road built by con- tract..... | | | | | | |
| Purchase of con- structed road..... | | | | | | |
| Other items..... | | | | | | |
| Total construction..... | | | | | 2,014,549 34 | 70,340 41 |

INCOME ACCOUNT.

| | | |
|--|-----------|-----------|
| Income received from trustees..... | 5,627 07 | |
| Total income..... | | 5,627 07 |
| Deductions from income: | | |
| Interest on funded debt..... | 35,000 00 | |
| Interest on interest-bearing current liabilities accrued, not other- wise provided for..... | 33,304 07 | |
| Total deductions from income..... | | 68,304 07 |
| Deficit..... | | 62,677 00 |
| Surplus from operations March 31, 1890..... | 5,627 07 | |
| Deficit on June 30, 1889..... | | 71,796 10 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.
Covering Transportation to March 31, 1890.

| JUNE 30, 1889. | | MARCH 31, 1890. | | 9 MONTHS ENDING MARCH 31, 1890. | |
|----------------|----------------|------------------------|-------|---------------------------------|--------------------|
| Item. | Total. | ASSETS. | Item. | Total. | Increase. Decrease |
| | \$2,014,549 34 | Cost of road..... | | \$2,014,549 34 | |
| | 121,632 72 | Cost of equipment..... | | 1,242,825 66 | \$121,632 72 |
| | 1,154,627 94 | Profit and loss..... | | | 58,187 72 |
| | \$3,290,810 00 | Grand total..... | | \$3,257,375 00 | \$33,435 00 |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1889. | | MARCH 31, 1890. | | 9 MONTHS ENDING MARCH 31, 1890. | |
|----------------|-------------|--------------------------|-------|---------------------------------|---------------------|
| Item. | Total. | LIABILITIES. | Item. | Total. | Increase. Decrease. |
| | \$1,000,000 | Capital stock..... | | \$1,000,000 | |
| | 1,000,000 | Funded debt..... | | 1,000,000 | |
| | 1,290,810 | Current liabilities..... | | 1,257,375 | \$33,435 |
| | \$3,290,810 | Grand total..... | | \$3,257,375 | \$33,435 |

IMPORTANT CHANGES DURING THE YEAR.

The Alexandria and Fredericksburg railway company consolidated with the Alexandria and Washington railway company, March 26, 1890, forming the Washington Southern railway company the accounts of the constituent companies closing March 31, 1890, and the accounts of the new or consolidated company beginning April 1, 1890.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|--------------------------------------|--|-------------------|--------|--------------------------------------|---------------------------|------------------------|----------------------------|
| | From— | To— | Miles. | | | | |
| First mortgage 7 per cent. gold..... | St. Asaph Junction Alexandria, Va..... | Quantico, Va..... | 28.64 | \$34,916 20 | None. | All. | None. |

MILEAGE.

Mileage of road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|------------------------------------|--------------------------------------|-------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | | Iron. | Steel. |
| Miles of single track..... | 28.64 | ..... | ..... | ..... | ..... | 28.64 | ..... | 28.64 |
| Miles of yard track, sidings, and spurs..... | 4.91 | ..... | ..... | ..... | ..... | 4.91 | 3.78 | 1.13 |
| Total mileage operated (all tracks)..... | 33.55 | ..... | ..... | ..... | ..... | 33.55 | 3.78 | 29.77 |

Mileage Owned by Road Making this Report.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of proprietary companies. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia..... | 28.64 | ..... | ..... | 28.64 | ..... | ..... | 28.64 |
| Total mileage owned (single track)..... | 28.64 | ..... | ..... | 28.64 | ..... | ..... | 28.64 |

NEW TIES LAID DURING YEAR.

| KIND. | Number.. | Average price at distributing point. |
|----------------------|----------|--------------------------------------|
| White oak—No. 1..... | 5,888 | 50 |
| No. 2..... | 2,527 | 40 |
| Total..... | 8,415 | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | |
|--------------------------------|----------------|--------|-------------------|--|---------------------------------|-------------------|-----------------------|--|--------------------|------------------------|
| From— | To— | MILES. | Number of curves. | Aggregate length of curved lines. Miles. | Length of straight line. Miles. | ASCENDING GRADES. | | | DESCENDING GRADES. | |
| | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. |
| St. Asaph Ju | Quantico | 28.64 | 41 | 8.12 | 20.52 | 16 | 427.80 | 10.34 | 18 | 401.48 |
| | Total | 28.64 | 41 | 8.12 | 20.52 | 16 | 427.80 | 10.34 | 18 | 401.48 |
| | | | | | | | | | | 10.26 |
| | | | | | | | | | | 10.26 |

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|------------------------------------|-----------|-----------------|-----|-----------------|-----|-------------------|-----|---|----------|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone..... | 2 | | | | | 26 | | | |
| Wooden..... | 9 | | | | | 1,509 | | | |
| Total..... | 11 | | | | | 1,535 | | | |
| Trestles..... | 14 | | | | | 5,646 | | | |
| Overhead highway crossings: | | | | | | | | | |
| Bridges..... | 4 | | | | | | | 17 | 2 |
| Total..... | 4 | | | | | | | 17 | 2 |
| Overhead railway crossings: | | | | | | | | | |
| Bridges..... | 1 | | | | | | | 16 | 3 |
| Total..... | 1 | | | | | | | 16 | 3 |

Gauge of track, 4 feet 9 inches. 28.64 miles.

TELEGRAPH.

Owned by another company but located on property of road making this report.

| Miles of Line. | Miles of wire. | Name of Owner. | Name of operating company. |
|----------------|----------------|----------------------------|--|
| 28.64 | 28.64 | Western Union Tel. Co..... | Trustees per Chas. E. Fugh, agent for the railway business, and the W. U. Tel. company for its business. |

OATH.

STATE OF PENNSYLVANIA,
COUNTY OF PHILADELPHIA, } ss.

We, the undersigned, G. B. Roberts, president, and Albert Hewson, secretary and treasurer of the Alexandria and Fredericksburg railway company, on our oath and affirmation at the close of its corporate existance, March 26, 1890, do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

G. B. ROBERTS,
President.

ALBERT HEWSON,
Secretary and Treasurer.

Subscribed, sworn and affirmed to before me this 10th day of February, 1891.

AL. P. BURCHELL,
Notary Public.

ATLANTIC AND DANVILLE RAILWAY COMPANY.

PORTSMOUTH, VA., DECEMBER 4, 1890.

Gen. J. C. HILL,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

We are in receipt of your postal of Nov. 20th, requesting annual report of our road ending June 30th, 1890.

It is our desire to comply both with the laws of state and inter-state, but regret to say that we only took possession of this road July 26th, 1890, and found accounts in such an unsatisfactory condition that we feel unable to furnish you according to the requirements of law, with a statement that would be satisfactory.

The records of earnings and expenditures prior to our assuming office are so incomplete that we could not compile a true statement.

From this date on I shall be able to give you any information promptly, and as desired.

Trusting this explanation will be satisfactory, I remain,

Yours truly,

R. M. STUART WORTLEY,

Vice-President.

RICHMOND, VA., DEC. 5, 1890.

R. M. STUART WORTLEY, Esq.,

Vice-President, A. & D. R. R., Portsmouth, Va.:

DEAR SIR:

Annual Report A. & D. R. R. Acknowledging receipt of your letter of the 4th inst., pertaining to this subject.

Your explanation is not satisfactory, and you must arrange to furnish me a report of the A. & D. R. R., as required by section 1310 of the Code of 1887.

It is very necessary that the report be sent at an early date. It has already been delayed unusually long. Please give the matter attention.

Yours respectfully,

J. C. HILL, *Commissioner.*

RICHMOND, VA., DEC. 12, 1890.

Col. R. C. MARSHALL,

Gen'l Counsel A. & D. R. R., Portsmouth, Va.:

DEAR SIR:

Referring to our conversation about the annual report of your road, I must, in accordance with section 1309, Code of Va., have the fullest report that can be made from the books of the company. Appreciating your statement of the condition of the books as to the expenditures of revenue, I would suggest that whenever the information cannot be given, the reasons therefor be fully set forth on the appropriate page. I have marked such page of a blank report which goes to you by this mail.

Please have report sent to me at earliest convenience.

Yours truly,

J. C. HILL, *Commissioner.*

RICHMOND, VA., JANUARY 6, 1891.

Col. R. C. MARSHALL,

Gen'l Counsel A. & D. R. R., Portsmouth, Va.:

DEAR SIR:

Annual Report A. & D. R. R. Co. Referring to my letter of the 12th ult., on this matter. It is very necessary that I have the report of the A. & D. road with as little delay as possible.

Kindly advise me when I can expect to hear from you.

Yours respectfully,

J. C. HILL, *Commissioner.*

PORTSMOUTH, VA., JANUARY 14, 1890.

Mr. J. C. HILL,

Commissioner, Richmond:

DEAR SIR:

I have your letter of January 6th to Mr. R. C. Marshall, counsel, since which time you are probably aware that this company has gone into the hands of receivers.

You will kindly advise me what report you desire from the receivers.

Yours truly,

CHAS. H. CROMWELL,
General Manager.

RICHMOND, VA., JANUARY 17, 1891.

Mr. CHAS. H. CROMWELL,

Gen'l Manager A. & D. R. R., Portsmouth, Va.:

DEAR SIR:

Annual report A. & D. R. R., year 1890. Acknowledging your favor of the 14th inst. on this matter under the statute laws, section 1310, Code of 1887, all common carriers in the state are required to furnish to this commission, a report of their operations, for the year, as per form, a sample of which I send you

by express to-day. I have not been able to get this report from the A. & D. road, although I have furnished the blanks and had considerable correspondence on the subject.

My letters to Mr. Wortley, vice-president of the road, dated Dec. 5th, his letter of Dec. 4th, and my letters to Col. Marshall, general counsel of the company, dated Dec. 12th, and January 6th will advise you on the subject. May I request your early attention to the matter?

Yours respectfully,

J. C. HILL, *Commissioner.*

PORTSMOUTH, VA., FEB. 2, 1891.

Gen. J. C. HILL,

R. R. Commissioner, Richmond, Va.:

DEAR SIR:

Referring to your request that we furnish you with an annual report of the A. & D. railway company, for the year ending last September, according to law, we would say that we regret very much that the material does not exist in this office to enable us to furnish the required report. In this connection we beg to inform you that on the 26th of last July, the management of the company changed hands; that the Treasurer's books prior to that date have never been delivered up by the former treasurer, and that the books of the former management, in so far as they are available to us, are in a very unsatisfactory and incomplete condition. On the 3d of January, 1891, it was found necessary to place the road in the hands of receivers. Of course the receivers have only such information as the records show, and this information for the year ending last September, is entirely insufficient to enable them to file a report.

The accounts are now being kept in a way that will enable the proper reports to be duly made hereafter.

Regretting our inability to comply with the law in this respect, and hoping that our explanation will be satisfactory, we remain,

Very truly yours,

ALFRED P. THOM,
Receiver.

RICHMOND, VA., FEB. 4, 1891.

A. P. THOM, Esq.,

Receiver A. & D. Railway Co., Portsmouth, Va.:

DEAR SIR:

Annual report A. & D. R. R., 1890. Your letter of the 2d inst. has been received. Please return me the correspondence on the subject, left with you when I was in Norfolk a few days since, and oblige,

Yours respectfully,

J. C. HILL, *Commissioner.*

PORTSMOUTH, VA., FEB. 10, 1891.

Gen. J. C. HILL,

R. R. Commissioner, Richmond, Va.:

DEAR SIR:

As requested by your favor of 4th inst., we herewith return to you the correspondence on the subject of the annual report of the Atlantic & Danville railway company for 1890.

Very truly yours,

ALFRED P. THOM,
Receiver.

NORFOLK AND WESTERN RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Norfolk and Western railroad company.

Date of organization—May 10th, 1881.

Organized under the laws of the states of Virginia and West Virginia.

The consolidation of the Norfolk and Petersburg railroad company, the South-side railroad company, and the Virginia and Tennessee railroad company to form the Atlantic, Mississippi and Ohio railroad company, was for the purpose of adjusting and closing the accounts assumed to have been fully consummated April 1st, 1871, under authority of June 17th, 1870. The consolidation of the New River Railroad Mining and Manufacturing company and the Bluestone railroad to form the New River railroad of West Virginia, was effected December 23d, 1881, under authorization of general laws of West Virginia.

The consolidation of the New River railroad company, the New River railroad company of West Virginia, and the East River railroad company with the Norfolk and Western railroad company, was effected May 9th, 1882, under authority of the general laws of West Virginia, and of acts of assembly of Virginia, approved March 7th, 1872, and various supplements thereof, and also act of February 15th, 1882.

The consolidation of the Clinch Valley railroad company with the Norfolk and Western railroad company, was effected May 20th, 1887, under authority of the act of assembly of Virginia, incorporating the Clinch Valley railroad company, approved April 6th, 1887.

The consolidation of the Norfolk Terminal company with the Norfolk and Western railroad company, was effected October 16th, 1889, under authority of the act of assembly of Virginia, incorporating the Norfolk Terminal company, approved March 6th, 1882.

The consolidation of the New River Plateau railway company with the Norfolk and Western railroad company, was effected October 16th, 1889, under authority of the act of assembly of Virginia, incorporating the New River Plateau railway company, approved March 2d, 1888.

The West Virginia and Ironton railroad was under construction as of June 30th, 1890, by the Norfolk and Western railroad company under a leasehold dated October 17th, 1889, from the West Virginia and Ironton railroad company to the Norfolk and Western railroad company, for the purposes of which construction the latter company has issued its bonds and stocks referred to in this report.

Name of original corporations—Atlantic, Mississippi and Ohio railroad company, incorporated by act of assembly of Virginia, passed June 17th, 1870, and entitled "an act to authorize the formation of the Atlantic, Mississippi and Ohio railroad company."

ORGANIZATION.

| NAMES OF DIRECTORS. | POSTOFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|-----------------------------|--------------------------|---|
| Clarence H. Clark..... | Philadelphia, Pa..... | May 7th, 1891, or until successor is elected. |
| Frederick J. Kimball..... | Philadelphia, Pa. 2..... | |
| Charles Hacker..... | Philadelphia, Pa..... | |
| Joseph I. Doran..... | Philadelphia, Pa..... | |
| Richard S. Brock..... | Philadelphia, Pa..... | |
| Samuel A. Crozer..... | Upland, Pa..... | |
| A. J. Duil..... | Harrisburg, Pa..... | |
| W. L. Boyce..... | Boyce, Va..... | |
| Walter H. Taylor..... | Norfolk, Va..... | |
| William C. Houston, Jr..... | Philadelphia, Pa..... | |
| Robert Fleming..... | Dundee, Scotland..... | |
| Howland Davis..... | New York, N. Y..... | |
| Everett Gray..... | London, England..... | |

Total number of stockholders at date of last election—837.

Date of last meeting of stockholders for election of directors—May 7th, 1890.

Postoffice address of general office—Roanoke, Va., and Philadelphia, Pa.

Postoffice address of operating office—Roanoke, Va.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|-------------------------------------|-------------------------|---------------------|
| President..... | F. J. Kimball..... | Philadelphia, Pa. |
| Vice-President..... | Charles G. Eddy..... | Roanoke, Va. |
| Assistant to President..... | William C. Bullitt..... | Philadelphia, Pa. |
| Secretary..... | A. J. Hemphill..... | " " |
| Treasurer..... | Wm. G. Macdowell..... | " " |
| General Solicitor..... | Joseph I. Doran..... | " " |
| Comptroller..... | M. C. Jameson..... | " " |
| Auditor..... | Joseph W. Coxie..... | Roanoke, Va. |
| General Manager..... | Joseph H. Sands..... | " " |
| Chief Engineer..... | W. W. Coe..... | " " |
| Supt. Transportation..... | Frank Hunger..... | " " |
| Eastern Division Supt..... | E. L. DuBarry..... | Crewe, Va. |
| Lynchburg Division Supt..... | J. C. Cassell..... | Roanoke, Va. |
| Radford and Flat Top Div. Supt..... | John A. Hardy..... | " " |
| Western Division Supt..... | John G. Osborne..... | Radford, Va. |
| Superintendent of Telegraph..... | W. C. Walstrum..... | Roanoke, Va. |
| General Freight Agent..... | A. Pope..... | " " |
| General Passenger Agent..... | W. B. Bevill..... | " " |
| General Ticket Agent..... | W. B. Bevill..... | " " |

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|-------------------------------|-----------------------|--------------------------|------------------------------------|--|
| | From— | To— | | |
| Norfolk and Western R. R..... | Norfolk, Va..... | Bristol, Va..... | 408.30 | |
| | Norfolk, Va..... | Lambert's Point, Va..... | 5.30 | |
| | Line of Road..... | Gilmerton Locks, Va..... | .50 | |
| | Petersburg, Va..... | City Point, Va..... | 10.00 | |
| | Radford, Va..... | Pocahontas, Va..... | 72.30 | |
| | Pocahontas..... | Coal Mines, Va..... | 31.04 | |
| | Graham..... | Honaker, Va..... | 53.90 | |
| | Pulaski..... | Ivanhoe, Va..... | 30.40 | |
| | Line of Road..... | Ore Banks..... | 11.64 | |
| | Glade Spring, Va..... | Saltville..... | 9.50 | |
| | Line of Road..... | Clark Summit..... | .66 | |
| | " " | Money Point..... | 2.00 | |
| | " " | Zinc Works..... | .62 | |
| | " " | Radford Industries..... | 1.85 | |
| Total mileage operated..... | | | 638.61 | |

CAPITAL STOCK.

| DESCRIPTION. | Number of shares. | Par value of shares. | Total par value authorized. | Total amt't issued and outstanding. | DIVIDENDS DECLARED DURING YEAR. | |
|--|--------------------------------------|---|-----------------------------|-------------------------------------|--|---------|
| | | | | | Rate. | Amount. |
| Capital Stock—Common..... | 70,000 | \$100 00 | \$7,000,000 | 7,000,000 | None. | |
| Preferred..... | 300,000 | 100 00 | 30,000,000 | 30,000,000 | 3 per cent. | 660,000 |
| Total | 370,000 | 100 00 | 37,000,000 | 37,000,000 | | 660,000 |
| Manner of payment for capital stock. | Number of shares issued during year. | Cash realized on amount issued during year. | Total number of shares. | Total cash realized. | Remarks. | |
| Issued for cash: | | | | | | |
| Preferred..... | 80,000 | 1,175,000 | 150,000 | 4,682,027 80 | Of the preferred stock issued for cash 30,000 shares were sold with the \$1,500,000 adjustment mortgage bonds, for which there was received \$1,500,000. | |
| Issued for reorganization: | | | | | | |
| Common | | | 30,000 | | | |
| Preferred..... | | | 150,000 | | 30,000 shares in treasurer's hands for purchase of Scioto Valley and New Eng'd R. R. | |
| Issued for Shen. Val. R. R. stock—common | | | 40,000 | | 30,000 shares deposited with trustee of 100 year mortgage. | |
| Total | 80,000 | 1,175,000 | 370,000 | | | |

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on the amount issued. | Rate. | INTEREST. | | |
|--|--------------------|-----------------------------------|-----------------------------|----------------|---------------------|-------------------------------------|---------------|---------------------------|-----------------------------|-----------------------------|
| | Date of issue. | When due. | | | | | | When payable. | Amount accrued during year. | Amount matured during year. |
| Norfolk & Petersburg R. R.: Second mortgage... | July 1, 1863..... | July 1, 1893..... | \$496,000 | \$496,000 | \$496,000 | | 8 per cent. | Jan. & July | \$39,680 00 | \$39,680 00 |
| South Side R. R.: Canal mort.—1st preferred... | January, 1869..... | { Jan. 1, 1890. July 1, 1900 } | 703,000 | 703,000 | 290,000 | | 6 & 5 p. ct.. | " | 19,840 00 | 24,200 00 |
| 2nd preferred. | January, 1869..... | { Jan. 1, 1890. July 1, 1900 } | 581,300 | 581,300 | 270,500 | | 6 & 5 p. ct. | " | 16,144 00 | 17,833 00 |
| 3rd preferred. | January, 1869..... | { Jan. 1, 1890. Jan. 1, 1900 } | 452,800 | 452,800 | 452,800 | * | 6 per cent. | " | 27,168 00 | 27,168 00 |
| Virginia & Tenn. R. R.: Enlarged mortgage..... | July, 1854..... | June 3, 1900..... | 990,000 | 990,000 | 985,000 | | 5 per cent. | " | 49,000 00 | 49,125 00 |
| Preferred stock..... | Aug. 3, 1854..... | | 55,500 | 55,500 | 10,900 | | 6 per cent. | " | 634 00 | 1,425 00 |
| Fourth mortgage..... | March 1, 1866..... | March 1, 1896..... | 1,000,000 | 1,000,000 | 1,000,000 | | 8 per cent. | " | 80,000 00 | 80,000 00 |
| Norfolk & Western R. R.: General mortgage loan..... | May 4, 1881..... | May 1, 1931..... | 11,000,000 | 7,283,000 | 7,283,000 | | 6 per cent. | May & Nov. | 431,350 16 | 431,760 00 |
| 1st mort. New River division. | May 12, 1882..... | April 1, 1932..... | 2,000,000 | 2,000,000 | 2,000,000 | | 6 per cent. | April & Oct. | 120,000 00 | 120,000 00 |
| Improvements ext'n mort. | Dec. 21, 1883..... | Feb. 1, 1934..... | 3,000,000 | 3,000,000 | 3,000,000 | 1,354,081 25 | 6 per cent. | Feb. & Aug. | 300,000 00 | 300,000 00 |
| Adjustment mortgage..... | Oct. 20, 1884..... | Dec. 1, 1924..... | 1,500,000 | 1,500,000 | 1,500,000 | 4,429,414 92 | 7 per cent. | March, June, Sept. & Dec. | 105,000 00 | 105,000 00 |
| 1st mort. Clinch Valley div. | June 1, 1887..... | June 1, 1937..... | 3,325,000 | 2,500,000 | 2,500,000 | 2,235,000 00 | 5 per cent. | Mar. & Sept. | 125,000 00 | 125,000 00 |
| Convertible debenture. | Jan. 15, 1884..... | Jan. 15, 1894..... | 325,000 | 325,000 | 325,000 | 625,000 00 | 6 per cent. | Jan. & July. | 31,500 00 | 31,500 00 |
| Equipment mortgage..... | June 1, 1888..... | June 1, 1908..... | 5,000,000 | 3,800,000 | 3,720,000 | 3,318,490 00 | 5 per cent. | June & Dec. | 126,291 78 | 142,000 00 |
| 100 year mortgage..... | Oct. 25, 1888..... | Jan. 1, 1990..... | 46,000,000 | 7,703,000 | 7,703,000 | 6,117,500 00 | 5 per cent. | Jan. & July. | 141,388 89 | 25,000 00 |
| Grand total..... | | | \$77,628,000 | \$54,594,000 | \$33,739,200 | | | | \$1,613,016 83 | \$1,619,691 00 |

* Securities existing prior to or issued under re-organization, represent the property acquired

† Includes \$719,000 in treasurer's hands

EQUIPMENT TRUST OBLIGATIONS.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. Final payments. | Number of payments. | Equipment covered. | Remarks. |
|------------------------------|---------------------|--------------------------|------------------------|-----------------------|--|
| 1 A..... | April 1, 1882..... | Nov. 1, 1880..... | 169 | ..... | Cash payments and two payments each month. |
| 2 A..... | Feb. 9, 1883..... | Jan. 1, 1880..... | 1 | ..... | Modification of equipment under car trust 1 A. |
| 3 A..... | Feb. 15, 1883..... | Jan. 1, 1890..... | 169 | ..... | Cash payment and two payments each month. |
| 4 A..... | May 14, 1884..... | ..... | ..... | ..... | Modification of equipment under car trust 2 A. |
| 5 A..... | Mar. 31, 1885..... | Aug. 1, 1891..... | 74 | ..... | Modification of equipment under car trust 2 A. |
| 6 A..... | April 30, 1885..... | Jan. 1, 1895..... | 81 | ..... | Modification of equipment under car trust 1 and 2 A. |
| 7 A..... | Mar. 31, 1886..... | Oct. 1, 1893..... | 41 | ..... | Modification of equipment under car trust 1 and 2 A. |
| 8 A..... | May 11, 1885..... | Oct. 1, 1893..... | 11 | ..... | Cash payments and quarterly notes. |
| 9 A..... | April 1, 1885..... | Mar. 1, 1895..... | 38 | ..... | Modification of 3 A. |
| 10 A..... | Mar. 31, 1886..... | Jan. 1, 1895..... | 41 | ..... | Modification of 3 A. |
| 11 A..... | Jan. 14, 1884..... | Jan. 17, 1894..... | 41 | ..... | Cash payments and quarterly notes. |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS— PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | |
|------------------------------|---|----------------------------------|------------------------|-----------------------------|------------------------|-----------------------------------|-----------------------------------|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount matured during year. |
| 1 A..... | \$50,000 00 | \$450,000 00 | ..... | \$130,020 00 | ..... | \$3,809 65 | \$3,809 65 |
| 2 A..... | 1,107 50 | 450,000 00 | 2,678 57 | 120,020 00 | 773 93 | 17,026 46 | 17,026 46 |
| 3 A..... | 50,450 00 | 163,392 77 | 93,333 34 | 87,894 03 | 4,000 00 | 6,000 00 | 6,000 00 |
| 4 and 2 A..... | 84 00 | 300,714 20 | 200,000 00 | 150,050 80 | 41,925 91 | 12,000 00 | 12,000 00 |
| 5 and 2 B..... | 75,184 38 | 538,565 62 | 156,538 37 | 213,498 40 | 62,969 21 | 20,293 05 | 20,293 05 |
| 6 A..... | 13,846 38 | 13,846 38 | 13,846 38 | 7,516 74 | 7,516 74 | 580 00 | 580 00 |
| 7 A..... | 20 00 | 277,876 84 | 200,000 00 | 124,282 17 | 28,280 00 | 12,000 00 | 12,000 00 |
| 8 A..... | 12,437 60 | 111,957 50 | 41,976 60 | 34,476 50 | 12,928 65 | 3,447 64 | 3,447 64 |
| Total..... | \$189,293 38 | \$2,336,333 31 | \$708,473 26 | \$880,506 64 | \$158,193 53 | \$75,126 80 | \$75,126 80 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount issued. | Amount outstanding. | INTEREST. | |
|-------------------------------|-----------------|---------------------|-----------------------------|-----------------------------|
| | | | Amount accrued during year. | Amount matured during year. |
| Mortgage bonds..... | \$34,594,600 00 | \$33,736,200 00 | \$1,613,016 83 | \$1,519,691 00 |
| Miscellaneous obligations.... | 3,246,839 95 | 866,666 79 | 75,126 80 | 76,126 80 |
| Total..... | \$37,841,439 95 | \$34,602,866 79 | \$1,688,143 63 | \$1,594,817 80 |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|----------------|
| Cash..... | \$416,914 76 |
| Bills receivable..... | 66 67 |
| Due from agents..... | 107,680 01 |
| Net traffic balance due from other companies..... | 12,313 54 |
| Due from solvent companies and individuals..... | 223,848 54 |
| *Other cash assets—Insurance Co. scrip..... | 180 00 |
| Cash value of stocks and bonds owned..... | 4,209,241 00 |
| Balance—Current liabilities.. | 1,656,358 57 |
| Total..... | \$6,716,612 09 |

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890.

| | |
|-----------------------------------|----------------|
| Loans and bills payable..... | \$272,472 23 |
| Audited vouchers and accounts.... | 631,801 15 |
| Wages and salaries..... | 264,251 78 |
| Dividends not called for..... | 195 00 |
| Matured interest coupons unpaid.. | 313,248 00 |
| Miscellaneous..... | 174,390 41 |
| Balance cash assets..... | 5,060,253 52 |
| Total..... | \$6,716,612 09 |

* Materials and supplies on hand, \$321,903 79.

RECAPITULATION.

| ACCOUNT. | Total amount outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | |
|-----------------------------------|---------------------------|-----------------|----------------------|--------------------------|--------------|
| | | To railroads. | To other properties. | Miles. | Amount. |
| *Capital stock..... | \$37,000,000 00 | \$37,000,000 00 | ..... | 688 | \$53,779 06 |
| †Bonds..... | 33,736,200 00 | 33,736,200 00 | ..... | 688 | 49,035 17 |
| ‡Equipment trust obligations..... | 866,666 79 | 866,666 79 | ..... | 688 | 1,259 69 |
| Total..... | \$71,602,866 79 | \$71,602,866 79 | ..... | 688 | \$104,073 92 |

* Includes \$3,000,000 issued to purchase S. V. & N. E. R. R. † Mileage not included. ‡ \$1,000,000 deposited with trustees of one hundred-year mortgage.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEMS. | EXPENDITURES DURING YEAR. | | Total cost to June 30, 1880. | Total cost to June 30, 1890. | Cost per mile.* |
|---|---------------------------------------|--|--|------------------------------------|--------------------|
| | Included in operating expenses. | NOT INCLUDED IN OPERATING EXPENSES. | | | |
| | | Charged to income ac- count as per- manent im- provements. | Charged to construc- tion or equipment. | | |
| Construction: | | | | | |
| Right of way..... | | | \$213,886 90 | | |
| Other real estate..... | | | 135,038 00 | | |
| Fences..... | | | 6,363 62 | | |
| Bridges and trestles..... | | | 736,750 17 | | |
| Rails..... | | | 644,682 37 | | |
| Ties..... | | | 114,067 27 | | |
| Other superstructure..... | | | 1,267,339 76 | | |
| Buildings, furniture and fixtures..... | | | 146,206 59 | | |
| Shop machinery and tools..... | | | 2,069 42 | | |
| Engineer's expenses..... | | | 210,114 59 | | |
| Interest during con- struction..... | | | | | |
| Discount on securi- ties sold for con- struction..... | | | 1,931,472 22 | | |
| Telegraph line..... | | | 470 61 | | |
| Wharfing, etc..... | | | 314,120 12 | | |
| Terminal facilities and elevators..... | | | 843,830 46 | | |
| Other items..... | | | 16,436 33 | | |
| Total construction..... | | | 6,582,748 43 | 46,547,399 67 | 53,130,148 10 |
| Equipment: | | | | | |
| Locomotives..... | | | 449,664 62 | | |
| Passenger cars..... | | | 42,154 06 | | |
| Baggage, express and postal cars..... | | | 37,578 78 | | |
| Combination cars..... | | | 268 22 | | |
| Freight cars..... | | | 997,039 57 | | |
| Other cars of all classes..... | | | 4,410 00 | | |
| Total equipment..... | | | \$1,531,115 25 | \$3,048,886 28 | \$6,580,001 53 |
| Total cost construc- tion, equipment, etc..... | | | | | \$59,710,149 63 |

* Cost per mile is not worked out, as the cost of work on extensions has all been charged to construction, and until the extensions are completed the mileage will not be added.

INCOME ACCOUNT.

| | | |
|---|----------------|----------------|
| Gross earnings from operation..... | \$6,126,719 81 | |
| Less operating expenses..... | 3,755,062 96 | |
| Income from operation..... | | \$2,371,656 85 |
| Interest on bonds owned..... | 30,000 00 | |
| Dividends on stocks owned..... | 102,449 00 | |
| Miscellaneous income—less expenses..... | 46,866 26 | |
| Income from other sources..... | | 179,315 26 |
| Total income..... | | 2,550,972 11 |
| Deduction from income: | | |
| Interest on funded debt accrued..... | 1,453,860 98 | |
| Taxes..... | 117,500 00 | |
| Other deductions, interest account car trusts..... | 77,935 20 | |
| Total deductions from income..... | | 1,649,296 18 |
| Net income..... | | 901,675 93 |
| Dividends, 3 per cent., preferred stock..... | 660,000 00 | |
| Sinking fund equipment mortgage..... | 60,497 92 | |
| Total | | \$720,497 92 |
| Surplus from operations of year ending June 30, 1890..... | | 181,178 01 |
| Surplus on June 30, 1889..... | | 1,015,705 98 |
| Surplus on June 30, 1890..... | | \$1,196,883 99 |

EARNINGS FROM OPERATION.

| ITEMS. | Total Receipts. | Deductions. Account of re-payments, etc. | Actual earnings. |
|--|-----------------|--|------------------|
| Passenger: | | | |
| Passenger revenue..... | \$979,982 34 | | |
| Less repayments: | | | |
| Total deductions..... | | \$16,818 50 | |
| Total passenger revenue..... | | 963,163 84 | |
| Mail..... | | 80,072 54 | |
| Express..... | | 62,753 04 | |
| Total passenger earnings..... | | | \$1,105,989 42 |
| Freight: | | | |
| Freight revenue..... | 4,422,638 38 | | |
| Less repayments: | | | |
| Total deductions..... | | 85,041 11 | |
| Total freight revenue..... | | 4,337,597 27 | |
| Total freight earnings..... | | | 4,337,597 27 |
| Total passenger and freight earnings..... | | | 5,443,586 69 |
| Other earnings from operation: | | | |
| Car mileage—balance..... | | 14,286 30 | |
| Rentals not otherwise provided for..... | | 56,174 85 | |
| Other sources..... | | | |
| Total other earnings..... | | | 70,461 15 |
| Total gross earnings from operation—Virginia..... | | | 5,514,047 84 |
| Total gross earnings from operation—entire line..... | | | \$6,126,719 81 |

BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|--|--------------------|-------------|------------------------------|
| First mortgage bonds, Roanoke Machine Works..... | \$500,000 00 | 6 per cent. | \$30,000 00 |

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|--|------------------|-------|------------------------------|
| Norfolk & Western R. R. Co. com. stock—1,157 shares.. | \$115,700 00 | | |
| Shenandoah Valley R. R. Co. com. stock—30,571 shares.. | 3,057,100 00 | | |
| Roanoke Machine Works com. stock—4,167 shares..... | 416,700 00 | | \$16,668 00 |
| Old Dominion S. S. Co. com. stock—1,876 shares..... | 187,600 00 | | 11,256 00 |
| Virginia Company com. stock—993 shares..... | 99,300 00 | | 74,475 00 |
| Pocahontas Coal Co. com. stock—193 shares..... | 19,300 00 | | |
| Sundry stocks, small accounts..... | 16,560 00 | | 50 00 |
| Total..... | \$3,912,260 00 | | \$102,449 00 |

MISCELLANEOUS INCOME.

| ITEMS. | Gross Income. | Less Expenses. | Net Miscellaneous income. |
|---|---------------|----------------|---------------------------|
| Balance of interest and discount for the year ending June 30, 1890..... | | | \$46,866 26 |

OPERATING EXPENSES.

Apportionment between Passenger and Freight Traffic is Estimated According to the Rule Prescribed by the Inter-state Commerce Commission.

| ITEMS. | Chargeable to Passenger Traffic. | Chargeable to Freight Traffic. | Total. |
|--|----------------------------------|--------------------------------|----------------|
| Maintenance of way and structures: | | | |
| Repairs of roadway..... | \$81,975 43 | \$327,901 73 | \$409,877 16 |
| Renewals of rails..... | 3,523 96 | 14,096 85 | 17,619 81 |
| Renewals of ties..... | 20,579 71 | 82,318 84 | 102,898 55 |
| Repairs of bridges and culverts..... | 16,595 91 | 66,383 65 | 82,979 56 |
| Repairs of fences, road-crossings, signs, and cattle guards..... | 1,390 66 | 5,569 63 | 6,960 29 |
| Repairs of buildings..... | 495 70 | 1,982 78 | 2,478 48 |
| Repairs of docks and wharves..... | 68 85 | 26,611 82 | 26,680 67 |
| Other expenses..... | 694 42 | 2,777 69 | 3,472 11 |
| Total..... | 125,324 64 | 527,641 99 | 652,966 63 |
| Maintenance of equipment: | | | |
| Repairs and renewals of locomotives..... | 71,476 08 | 251,744 69 | 323,220 77 |
| Repairs and renewals of passenger cars..... | 68,158 99 | | 68,158 99 |
| Repairs and renewals of freight cars..... | | 219,535 39 | 219,535 39 |
| Shop machinery, tools, etc..... | 5,406 49 | 21,606 05 | 27,012 54 |
| Other expenses..... | 57 78 | 74 61 | 80 39 |
| Total..... | 145,047 34 | 492,960 74 | 638,008 08 |
| Conducting transportation: | | | |
| Wages of engineers, firemen, and roundhousemen..... | 69,432 94 | 362,917 55 | 432,350 49 |
| Fuel for locomotives..... | 27,812 22 | 201,411 40 | 229,223 68 |
| Water supply for locomotives..... | 18,293 97 | 73,507 73 | 91,803 70 |
| All other supplies for locomotives..... | 8,480 57 | 37,750 33 | 46,230 90 |
| Wages of other trainmen..... | 61,456 26 | 341,736 83 | 403,193 09 |
| All other train supplies..... | 10,396 50 | 30,012 86 | 40,409 36 |
| Wages of switchmen, flagmen, and watchmen..... | 3,081 26 | 16,108 00 | 19,191 26 |
| Expense of telegraph, including train dispatchers and operators..... | 31,032 53 | 130,325 35 | 161,357 88 |
| Wages of station agents, clerks, and laborers..... | 45,660 19 | 281,674 26 | 327,334 45 |
| Station supplies..... | 6,493 58 | 18,956 09 | 25,450 27 |
| Car mileage—balance..... | 26,246 84 | 4,645 04 | 30,891 88 |
| Loss and damage..... | 5,684 45 | 29,202 44 | 34,886 89 |
| Injuries to persons..... | 4,957 45 | 27,530 84 | 32,518 29 |
| Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies..... | | 482 18 | 482 18 |
| Other expenses..... | 9,613 59 | 39,232 10 | 48,845 69 |
| Total..... | 328,676 35 | 1,595,493 66 | 1,924,170 01 |
| General expenses: | | | |
| Salaries of officers..... | 28,459 05 | 109,407 14 | 137,866 19 |
| Salaries of clerks..... | 25,257 13 | 109,346 82 | 134,603 95 |
| General office expenses and supplies..... | 3,900 38 | 15,631 10 | 19,531 48 |
| Agencies, including salaries and rent..... | 36,744 91 | 67,108 33 | 97,853 24 |
| Advertising..... | 8,249 07 | 4,509 90 | 12,759 05 |
| Insurance..... | 2,370 72 | 24,919 37 | 26,390 09 |
| Rentals not otherwise provided for..... | 1,292 12 | 5,241 88 | 6,534 00 |
| Legal expenses..... | 7,645 53 | 26,385 91 | 34,031 44 |
| Stationery and printing..... | 11,589 59 | 49,334 39 | 60,923 89 |
| Other general expenses..... | 1,816 23 | 7,908 68 | 9,424 91 |
| Total..... | 121,324 73 | 418,593 51 | 539,918 24 |
| Recapitulation of expenses: | | | |
| Maintenance of way and structures..... | 125,324 64 | 527,641 99 | 652,966 63 |
| Maintenance of equipment..... | 145,047 34 | 492,960 74 | 638,008 08 |
| Conducting transportation..... | 328,676 35 | 1,595,493 66 | 1,924,170 01 |
| General expenses..... | 121,324 73 | 418,593 51 | 539,918 24 |
| Grand total..... | 720,373 06 | 3,034,689 90 | 3,755,062 96 |
| Percentage of expenses to earnings—entire line..... | | | 62 per cent. |
| Operating expenses—State of Virginia: | | | |
| Maintenance of way and structures..... | 112,792 18 | 474,877 79 | 587,669 97 |
| Maintenance of equipment..... | 130,542 60 | 443,664 67 | 574,207 27 |
| Conducting transportation..... | 205,808 72 | 1,435,944 29 | 1,731,753 01 |
| General expenses..... | 100,192 26 | 376,734 16 | 485,926 42 |
| Total..... | \$648,335 76 | \$2,731,220 91 | \$3,379,536 67 |

COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

| JUNE 30, 1889. | | ASSETS. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|----------------|-----------------|---------|--|-----------------|--|----------------------------|----------------|
| Item. | Total. | | Item. | Total. | | Increase. | Decrease. |
| | | | | | | | |
| | \$46,747,390 67 | | Cost of road..... | \$83,130,148 10 | | \$6,562,748 43 | |
| | 5,148,986 28 | | Cost of equipment..... | 6,680,001 53 | | 1,531,115 25 | |
| | 1,184,000 00 | | Bonds of other companies owned..... | 500,000 00 | | | \$684,000 00 |
| | 842,900 00 | | Stocks of other companies owned..... | 3,759,480 00 | | 2,916,560 00 | |
| | | | Other permanent investments: | | | | |
| | 1,082,950 99 | | Rolling stock under car trusts..... | 866,066 70 | | | 216,263 20 |
| | 39,781 00 | | M. W. R. R. common stock in treasury..... | 39,781 00 | | | |
| | | | 100 year mortgage bonds in treasury..... | 703,000 00 | | 703,000 00 | |
| | | | Preferred stock held by trustees of 100 year mortgage, 30,000 shares..... | 3,000,000 00 | | 3,000,000 00 | |
| | | | W. V. & I. R. R. Co. stock held by trustee of 100 year mortgage—1,051 shares..... | 105,100 00 | | 105,100 00 | |
| | | | Cash and current assets: | | | | |
| \$153,368 90 } | | | Cash current balance..... | \$416,014 76 } | | | |
| 126,710 00 } | | | Equipment construction fund..... | 3,914,348 23 } | | 4,050,064 00 | |
| | 280,278 90 | | | | | | |
| | | | Other assets: | | | | |
| | 398,642 44 | | Materials and supplies..... | 321,903 79 | | | 76,738 65 |
| | 24,903 75 | | Sinking fund, equipment mortgage..... | 52,017 08 | | 27,713 33 | |
| | 109,127 76 | | Suspense account..... | 107,990 37 | | | 1,141 39 |
| | 331,157 96 | | Advances Roanoke Machine Works..... | 226,008 11 | | | 107,069 85 |
| | 161,323 66 | | Advances Virginia Co..... | | | | 161,323 66 |
| | 551,449 34 | | Accounts receivable current balances..... | 1,672,087 48 | | 1,020,638 14 | |
| | | | Grand total..... | \$75,556,083 24 | | \$10,037,839 24 | \$1,346,686 75 |
| | \$74,064,810 75 | | | | | | |

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

| JUNE 30, 1880. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|-----------------|---------------|--|-----------------|----------------------------|----------------|
| Item. | Total. | LIABILITIES. | Item. | Total. | Decrease. |
| \$22,000,000 00 | 20,000,000 00 | Capital stock—preferred..... | \$20,000,000 00 | \$27,000,000 00 | \$8,000,000 00 |
| 7,000,000 00 | 24,000,000 00 | Capital stock—common..... | 7,000,000 00 | 35,750,200 00 | 9,620,000 00 |
| | 1,031,365 44 | Funded debt..... | | 1,080,154 79 | 328,759 35 |
| | 418,549 31 | Account's payable current balances..... | | 500,177 07 | 177,628 35 |
| | 1,082,569 90 | Accrued interest on funded debt not yet payable..... | | 866,668 79 | |
| | 1,015,705 98 | Car trust obligations..... | | 1,196,863 99 | |
| | | Profit and loss..... | | | \$216,203 20 |
| | | Grand total..... | | \$75,356,083 24 | \$216,203 20 |

IMPORTANT CHANGES DURING THE YEAR.

The road was extended during the year 46.98 miles.
 100 year mortgage bonds were issued to pay for extension under construction.
 Equipment mortgage bonds were issued for rolling stock acquired during year.

CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

Contract with the Southern Express company by which they have the right to do all the express business over our line; the division of the earnings from express matter carried being sixty per cent. to the Southern Express company, and forty per cent. to the Norfolk and Western railroad, with the guaranty that the Norfolk and Western railroad's proportion of earnings in any one year shall not be less than \$65,000.

MAILS.

The United States mails are transported over our line, and paid for by the Postoffice Department in accordance with the United States statutes in force governing the compensation for the same.

SLEEPING CAR, PARLOR CAR AND DINING CAR COMPANIES.

Contract with Pullman's Palace Car company, by which cars of Pullman company are run over line of Norfolk and Western railroad, for which the Norfolk and Western railroad company pays mileage at three cents per mile, unless the revenue reaches \$7,500 per annum per car.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

The Virginia, Tennessee and Georgia Air Line, composed of the East Tennessee, Virginia and Georgia railroad company, the Norfolk and Western railroad company, and the Shenandoah Valley railroad company, forming a through line for freight and passenger business, for the mutual benefit and joint interest of the three parties.

The Great Southern Despatch Fast Freight Line. A joint freight line operated over the Pennsylvania railroad, the Western Maryland railroad, the Shenandoah Valley railroad, the Norfolk and Western railroad, and the East Tennessee, Virginia and Georgia railroad, between all points north of Hagerstown, and all points south of Bristol.

OTHER RAILROAD COMPANIES.

The Shenandoah Valley railroad. Traffic connection made with this company at Roanoke. Joint working arrangement between the companies for all business passing over both lines, between terminal stations for points beyond, and local stations of both roads. Division of rates on agreed mileage basis.

The Richmond and Alleghany railroad. Traffic connection with this company at Lynchburg. Freight traffic arrangement via Lynchburg for business between local stations of said road, and local stations of the Norfolk and Western railroad, and through business from Richmond to points on the Norfolk and Western railroad or beyond. Divisions on agreed mileage basis.

The Virginia Midland railroad. Traffic connection made with this company at Lynchburg. All traffic interchanged. Division of rates is on combination of local or special divisions.

The Richmond and Danville railroad. Traffic connection made with this company at Burkeville, and through rates from Richmond to stations on the Norfolk and Western railroad and beyond, on agreed basis of divisions. Business between local stations on the Norfolk and Western railroad, and local stations on the Richmond and Danville railroad, on the basis of local rates or agreed divisions made from time to time.

The Richmond and Petersburg railroad. Traffic connection with this company at Petersburg, and the divisions of through rates between Richmond, and local stations on the line of the Norfolk and Western railroad, or points west of Bristol, are upon agreed basis. Business between local stations on the Norfolk and Western railroad, and local stations on the Richmond and Danville railroad, divided on combination of locals or agreed divisions as from time to time agreed upon.

The Petersburg railroad. Traffic connection with this railroad is at Petersburg, and all rates are on the basis of combination of locals, or equitable division of rates as made from time to time.

The Suffolk and Carolina railroad. Traffic connection with this company is at Suffolk, and whatever business is interchanged is on the basis of combination of local rates of each company.

The Seaboard and Roanoke railroad. The traffic connection with this company is at Suffolk junction. For business between local points on the Seaboard and Roanoke railroad, and local points on the Norfolk and Western railroad, rates are made by a combination of local rates, or agreed divisions made from time to time. On traffic between Portsmouth, Virginia, and points on the Norfolk and Western railroad or beyond, no higher total rates are employed than are used to and from Norfolk for Norfolk business proper; proportions allowed the Seaboard and Roanoke railroad thereupon, as may be agreed upon from time to time.

The New York, Philadelphia and Norfolk railroad. Traffic connection with this company is at Norfolk. There exist with this company, through rate arrangements for traffic between Philadelphia, and local territory of the Norfolk and Western railroad, and points beyond, upon agreed divisions, and also upon traffic to or from competitive points within Philadelphia territory.

The Norfolk Southern railroad. Traffic connection with this company is at Norfolk Southern junction. On business between local stations on the Norfolk and Western railroad, and local stations on the Norfolk Southern railroad, through rates exist upon the basis of Norfolk rates, plus either local or specific rates to be added thereto, as furnished from time to time by the Norfolk Southern railroad company. A traffic contract exists between the Norfolk Southern railroad company, and the Norfolk and Western railroad company, by which the said Norfolk Southern railroad company, obtains the use of our terminal facilities at Norfolk upon payment of agreed rates for transporting the freight between Norfolk Southern junction, and Norfolk, and a reasonable compensation per ton for handling the business at Norfolk, and the payment on their part for the use of depots, round-houses etc.

STEAMBOAT AND STEAMSHIP COMPANIES.

The Bay line. Traffic connection with this company is at Norfolk, and traffic relations exist between the Norfolk and Western railroad company, and the Bay line, on business to and from all points on our line and beyond, on the principle of combination of local rates or specific proportions to each company. Certain points on agreed mileage basis, and other points on specific rates to either company.

The Clyde steamship line. Traffic connection with this company is at Norfolk, and at City Point on the James river. Through rates and tariffs are published, and the division of such through rates is upon specific rates, or upon mileage basis, dependent upon the territory covered by such through rates.

The Old Dominion steamship company. Traffic connection with this company is at Norfolk, and at City Point on the James river. Through rates and tariffs are made on the basis of mileage prorate or specific rates to either company, dependent upon the territory to and from which such rates are in force.

The Merchants' and Miners' transportation company. Traffic connection with this company is at Norfolk, and through rates and tariffs are made between Boston and Providence, and points on the Norfolk and Western railroad, and its connections. Divisions of same are upon combination of local rates, or specific rates or mileage prorate, dependent upon the territory to and from which such through rates are established.

TELEGRAPH COMPANIES.

Contract with the Western Union telegraph company, by which it has the right to construct poles and wires, and do business over all lines of the Norfolk and Western railroad company, and is given free transportation of material to the extent of \$3,720 00. In return the Norfolk and Western railroad company is allowed free telegraphing to the amount of \$10,220 00, regular rates of the Western Union telegraph company; all business in excess of this, railroad company to be charged one-half of regular prevailing day rates.

OTHER CONTRACTS.

Virginia Steel company, providing for construction of branch line of three-fourth miles to property of Virginia Steel company.

Samuel A. Crozer, provides for construction of branch line of 2 miles to property of Samuel A. Crozer.

Pulaski Iron company, provides for the construction of branch line of 3000 feet to property of Pulaski Iron company.

South Elkhorn Coal company, provides for construction of branch line of 1.65 miles to property of South Elkhorn Coal company.

Shenandoah Valley railroad company, allowing said company to operate one line of main track on right of way of Norfolk and Western railroad company at Roanoke, Virginia, for annual rental of \$10.

Virginia company, leasing premises corner of Jefferson and Shenandoah avenue, Roanoke, to Norfolk and Western railroad company for 10 years at annual rental of \$4,800.

Hoopes Bros. and Darlington, renting lot at Goodson, Virginia, for 3 months at \$25 per quarter.

Clarence M. Clark, provides for construction of branch line to property of C. M. Clark, at Clark's Summit.

Norfolk Terminal company, leasing 2 pieces of land in Norfolk county to Norfolk and Western railroad company at \$5 per annum.

Flat Top Coal company, conveying to Norfolk and Western railroad company right of way of 80 feet, for a branch railroad from New River Branch to coal fields of coal company lying in Mercer county.

New River railroad, Shenandoah Valley railroad, and Crozer Steel and Iron companies, provides for shipments over Shenandoah Valley, and Norfolk and Western railroads of all material used, consumed and produced at furnace of Crozer Steel and Iron company at Roanoke, Virginia.

Pulaski Iron company, provides for shipments over Norfolk and Western railroad of all material used, consumed and produced at Pulaski Iron company's furnace at Pulaski, Virginia.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|--|----------------------|-----------------------|--------|--------------------------------------|---------------------------|------------------------|---|
| | From— | To— | | | | | |
| Norfolk & Petersburg—second mortgage..... | Norfolk..... | Petersburg | 81 | | | | |
| South Side—first preferred..... | Petersburg..... | Lynchburg..... | 123 | | | | |
| " " second preferred..... | Petersburg..... | City Point..... | 10 | | | | |
| " " third preferred..... | Lynchburg..... | Bristol..... | 204 | | | | |
| Virginia & Tennessee—enlarged mort.... | | | | | | | |
| " " preferred stock..... | | | | | | | |
| " " fourth mortgage..... | Glade Spring..... | Saltville..... | 9.50 | | | | |
| (General mortgage—N. & W. railroad.) | Norfolk..... | Bristol..... | 408.30 | | | | |
| " " " " | Petersburg..... | City Point..... | 10.00 | | | | |
| " " " " | Glade Spring..... | Saltville..... | 9.50 | | | | |
| " " " " | Radford..... | Pocahontas..... | 72.30 | | | | |
| New River division—first mortgage..... | Pocahontas..... | Coal Mines..... | 31.04 | | | | |
| | Pulaski..... | Present Terminus..... | 30.40 | | | | |
| | Line of Road..... | Ore Banks..... | 11.64 | | | | |
| | Norfolk..... | Lambert's Point..... | 5.30 | | | | |
| | Norfolk..... | Bristol..... | 408.30 | | | | |
| | Line of Road..... | Gilmerton Locks..... | 1.73 | | | | |
| | Petersburg..... | City Point..... | 10 | | | | |
| | Glade Spring..... | Saltville..... | 9.50 | | | | |
| | Radford..... | Pocahontas..... | 72.30 | | | | |
| | Pocahontas..... | Coal Mines..... | 31.04 | | | | |
| | Pulaski..... | Present Terminus..... | 30.40 | | | | |
| | Line of Road..... | Ore Banks..... | 11.64 | | | | |
| | Line of Road..... | Clark's Summit..... | 66 | | | | |
| *Adjustment mortgage. | | | | | | | { 118 locomotives. 13 passenger, baggage, and postal cars. 555 freight cars. |
| Clinch Valley division—first mortgage..... | Graham..... | Con. with L. N. R. R. | | | | | { 104 locomotives. 18 passenger cars. 4,438 freight cars. 123 material cars. 12 baggage and postal cars. |
| HConvertible debenture. | | | | | | | |
| Equipment mortgage..... | | | | | | | |
| 100 year mortgage. | | | | | | | |

* Whole line of road subject to aforesaid mortgages. † No mortgages security. ‡ Whole line of road.

EMPLOYEES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---------|----------------------------|-----------------------------|
| General officers..... | 29 | \$137,806 19 | |
| General office clerks..... | 243 | 134,603 95 | |
| Station agents..... | 103 | 66,787 67 | \$2 07 |
| Other station men..... | 597 | 222,864 29 | 1 22 |
| Enginemen..... | 299 | 258,418 83 | 2 77 |
| Firemen..... | 323 | 117,158 95 | 1 16 |
| Conductors..... | 195 | 148,141 53 | 2 43 |
| Other trainmen..... | 868 | 250,919 97 | 92 |
| Machinists..... | 128 | 84,813 40 | 2 12 |
| Carpenters..... | 133 | 73,348 89 | 1 76 |
| Other shopmen..... | 553 | 239,124 63 | 1 31 |
| Section foremen..... | 94 | 45,888 17 | 1 56 |
| Other trackmen..... | 1,602 | 509,326 43 | 1 66 |
| Switchmen, flagmen, and watchmen..... | 109 | 42,341 17 | 1 21 |
| Telegraph operators and dispatchers..... | 218 | 122,898 16 | 1 80 |
| Employees—account floating equipment..... | 85 | 37,164 36 | 1 31 |
| All other employees and laborers..... | 355 | 134,959 50 | 1 22 |
| Total (including "general officers")..... | 5,934 | 2,626,626 18 | |
| Less "general officers"..... | 29 | 137,806 19 | |
| Total (excluding "general officers")..... | 5,905 | 2,488,759 99 | |
| Distribution of above: | | | |
| General administration..... | 272 | 272,470 14 | |
| Maintenance of way and structures..... | 2,619 | 994,842 69 | |
| Maintenance of equipment..... | 622 | 375,577 78 | |
| Conducting transportation..... | 2,421 | 983,735 57 | |
| Total (including "general officers")..... | 5,934 | 2,626,626 18 | |
| Less "general officers"..... | 29 | 137,806 19 | |
| Total (excluding "general officers")..... | 5,905 | \$2,488,759 99 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF VIRGINIA.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 843,501 | |
| Number of passengers carried one mile..... | 37,801,486 | |
| Average distance carried..... | 44.81 | |
| Total passenger revenue..... | | 963,163 84 |
| Average amount received from each passenger..... | | 1 14.174 |
| Average receipts per passenger per mile..... | | 2.548 |
| Estimated cost of carrying each passenger one mile..... | | 1.715 |
| Passenger earnings per mile of road..... | | .833 |
| Passenger earnings per train-mile..... | | 1 00.855 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 3,562,323 | |
| Number of tons carried one mile..... | 831,443,397 | |
| Average distance haul of one ton..... | 233.40 | |
| Total freight revenue..... | | 4,337,597 27 |
| Average amount received for each ton of freight..... | | 1 21.763 |
| Average receipts per ton per mile..... | | .522 |
| Estimated cost of carrying one ton one mile..... | | .329 |
| Freight earnings per mile of road..... | | .193 |
| Freight earnings per train-mile..... | | 1 35.804 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 5,300,761 11 |
| Passenger and freight revenue per mile of road..... | | 9,637 75 |
| Passenger and freight earnings..... | | 5,443,586 69 |
| Passenger and freight earnings per mile of road..... | | 9,897 43 |
| Gross earnings from operation..... | | 5,514,047 84 |
| Gross earnings from operation per mile of road..... | | 10,025 54 |
| Expenses..... | | 3,379,556 57 |
| Expenses per mile of road..... | | 6,144 64 |
| Train mileage: | | |
| Miles run by passenger trains..... | 955,001 | |
| Miles run by freight trains..... | 3,194,007 | |
| Total mileage trains earning revenue..... | 4,149,008 | |
| Miles run by switching trains..... | 546,545 | |
| Miles run by construction and other trains..... | 121,864 | |
| Grand total train mileage..... | 4,817,417 | |
| Mileage of loaded freight cars—north or east..... | 36,782,072 | |
| Mileage of loaded freight cars—south or west..... | 10,482,892 | |
| Mileage of empty freight cars—north or east..... | 2,637,271 | |
| Mileage of empty freight cars—south or west..... | 29,186,817 | |
| Average number of freight cars in train..... | 24.8 | |
| Average number of loaded cars in train..... | 14.8 | |
| Average number of empty cars in train..... | 10.0 | |

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEMS. | Tonnage, number passengers, number trains, mileage, number cars. | Revenue and rates. |
|---|--|--------------------|
| Passenger traffic: | | |
| Number of passengers carried earning revenue..... | 937,323 | |
| Number of passengers carried one mile..... | 42,001,651 | |
| Average distance carried..... | 44.81 | |
| Total passenger revenue..... | | \$1,070,182 05 |
| Average amount received from each passenger..... | | 1 14.174 |
| Average receipts per passenger per mile..... | | 2.548 |
| Estimated cost of carrying each passenger one mile..... | | 1.715 |
| Passenger earnings per mile of road..... | | .833 |
| Passenger earnings per train mile..... | | 1 00.855 |
| Freight traffic: | | |
| Number of tons carried of freight earning revenue..... | 3,958,137 | |
| Number of tons carried one mile..... | 923,825,996 | |
| Average distance haul of one ton..... | 233.40 | |
| Total freight revenue..... | | 4,819,552 52 |
| Average amount received for each ton of freight..... | | 1 21.763 |
| Average receipts per ton per mile..... | | .522 |
| Estimated cost of carrying one ton one mile..... | | .329 |
| Freight earnings per mile of road..... | | .193 |
| Freight earnings per train-mile..... | | 1 35.904 |
| Passenger and freight: | | |
| Passenger and freight revenue..... | | 5,889,734 57 |
| Passenger and freight revenue per mile of road..... | | 9,639 50 |
| Passenger and freight earnings..... | | 6,048,429 65 |
| Passenger and freight earnings per mile of road..... | | 9,899 23 |
| Gross earnings from operation..... | | 6,126,719 81 |
| Gross earnings from operation per mile of road..... | | 10,027 36 |
| Expenses..... | | 3,755,062 96 |
| Expenses per mile of road..... | | 6,145 77 |
| Train mileage: | | |
| Miles run by passenger trains..... | 1,061,112 | |
| Miles run by freight trains..... | 3,548,896 | |
| Total mileage trains earning revenue..... | 4,610,008 | |
| Miles run by switching trains..... | 687,272 | |
| Miles run by construction and other trains..... | 135,405 | |
| Grand total train mileage..... | 5,352,685 | |
| Mileage of loaded freight cars—north or east..... | 40,868,969 | |
| Mileage of loaded freight cars—south or west..... | 11,647,658 | |
| Mileage of empty freight cars—north or east..... | 2,930,301 | |
| Mileage of empty freight cars—south or west..... | 32,429,797 | |
| Average number of freight cars in train..... | 24.8 | |
| Average number of loaded cars in train..... | 14.8 | |
| Average number of empty cars in train..... | 10.0 | |

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|------------------------|-----------|
| | | | Whole tons. | Per cent. |
| Products of agriculture: | | | | |
| Grain..... | 18,260 | 67,328 | 85,597 | 2.2 |
| Flour..... | 12,276 | 22,033 | 34,309 | .9 |
| Hay..... | 9,218 | 17,914 | 27,132 | .7 |
| Tobacco..... | 27,172 | 21,426 | 48,598 | 1.2 |
| Cotton..... | 548 | 65,918 | 66,466 | 1.6 |
| Fruit and vegetables..... | 10,321 | 10,772 | 21,093 | .5 |
| Products of animals: | | | | |
| Live stock..... | 18,562 | 5,340 | 23,902 | .6 |
| Dressed meats..... | 3,049 | 17,506 | 20,555 | .5 |
| Poultry, game and fish..... | 1,014 | 4,195 | 5,209 | .1 |
| Wool..... | 168 | 973 | 1,141 | |
| Hides and leather..... | 307 | 11,542 | 11,849 | .3 |
| Products of mines: | | | | |
| Anthracite coal..... | 1,091 | 6,981 | 8,072 | .2 |
| Bituminous coal..... | 1,706,651 | 5,298 | 1,711,949 | 43.3 |
| Coke..... | 417,009 | | 417,009 | 10.5 |
| Ores..... | 314,206 | 32,845 | 347,051 | 8.8 |
| Stone, sand, and other like articles..... | 114,473 | 27,264 | 141,737 | 3.6 |
| Products of forest: | | | | |
| Lumber..... | 209,622 | 189,673 | 399,295 | 10.1 |
| Manufactures: | | | | |
| Petroleum and other oils..... | 4,207 | 8,451 | 12,658 | .3 |
| Sugar..... | 2,618 | 21,638 | 24,256 | .6 |
| Iron, pig and bloom..... | 105,511 | 56,137 | 161,648 | 4.1 |
| Iron and steel rails..... | 1,427 | 81,065 | 82,492 | 2.1 |
| Other castings and machinery..... | 1,575 | 27,112 | 28,687 | .8 |
| Bar and sheet metal..... | 4,728 | 13,809 | 18,537 | .5 |
| Cement, brick, and lime..... | 11,457 | 22,234 | 33,691 | .8 |
| Agricultural implements..... | 2,563 | 3,296 | 5,859 | .1 |
| Wagons, carriages, tools, etc..... | | | | |
| Wines, liquors, and beers..... | 638 | 4,778 | 5,416 | .1 |
| Household goods and furniture..... | 3,690 | 4,586 | 8,276 | .2 |
| Merchandise..... | 17,474 | 92,567 | 110,041 | 2.8 |
| Miscellaneous—other commodities not mentioned above..... | 46,811 | 48,324 | 95,135 | 2.5 |
| Total tonnage—entire line..... | 3,066,655 | 891,005 | 3,957,660 | 100 |
| Total tonnage—Virginia..... | 2,769,990 | 801,904 | 3,561,894 | 90 |

DESCRIPTION OF EQUIPMENT.

| ITEMS. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN-BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|--|---------------------------|------------------------------|----------------------------|----------------|-------------------------------------|---------|
| | | | No. | Kind. | No. | Kind. |
| Locomotives: | | | | | | |
| Passenger..... | 9 | 32 | 32 | Westing-house. | | Janney. |
| Freight | 32 | 169 | 8 | " | | |
| Switching | | 21 | | | | |
| Total | 41 | 222 | | | | |
| Cars in passenger service: | | | | | | |
| First-class passenger cars..... | 7 | 56 | | | 56 | Janney. |
| Combination..... | 2 | 7 | | | 7 | Janney. |
| Sleeping cars..... | | 2 | | | 2 | Janney. |
| Baggage, express, and postal cars... | 9 | 31 | | | 31 | Janney. |
| Other cars in passenger service..... | | 3 | | | 3 | Janney. |
| Total..... | 18 | 99 | | | 99 | |
| Cars in freight service: | | | | | | |
| Box cars..... | 559 | 2,521 | | | | |
| Flat cars..... | 143 | 954 | | | | |
| Stock cars..... | | 409 | | | | |
| Coal cars..... | 990 | 5,103 | | | | |
| Other cars..... | | 12 | | | | |
| Total | 1,692 | 8,999 | | | | |
| Cars in company's service: | | | | | | |
| Gravel cars | | 50 | | | | |
| Derrick cars..... | | 6 | | | | |
| Caboose cars..... | 1 | 196 | | | | |
| Total | 1 | 252 | | | | |
| Cars contributed to fast freight line service..... | | 68 | | | | |
| Total owned..... | | 68 | | | | |
| Grand total..... | 1,752 | 9,640 | | | | |

MILEAGE.

Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|------------------------------------|---------------------|-------------------------|-----------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| Miles of single track..... | 408.30 | 262.61 | 670.91 | 66.97 | 18.64 | 652.27 |
| Miles of yard track, sidings, and spurs | 136.47 | 52.20 | 188.67 | 15.62 | 54.01 | 134.66 |
| Total mileage operated (all tracks)..... | 544.77 | 314.81 | 859.58 | 82.59 | 72.65 | 786.93 |

Mileage of Line by States and Territories.

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line operated under contract, etc. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|--|------------------------------------|---------------------|------------------------------------|---|--------------------------------------|--------|--------|
| | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| Virginia | 408.30 | 198.46 | | | | | |
| West Virginia..... | | 64.15 | | | | | |
| Total mileage operated (single track). | 408.30 | 262.61 | | | | | |

NEW RAILS LAID DURING YEAR.

| KIND. | Tons. | Weight per yard. | Average price per ton at distributing point. |
|------------------|--------|------------------|--|
| Steel..... | 16,315 | | \$30 50 |
| Total steel..... | 16,315 | | \$30 50 |

NEW TIES LAID DURING YEAR.

| KIND. | Number. | Average price at distributing point. |
|------------------|---------|--------------------------------------|
| First class..... | 210,000 | 42 |
| Total..... | 210,000 | 42 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | WOOD—CORDS. | | Total fuel consumed. Tons. | Miles run. | Average pounds consumed per mile. |
|---|-------------|-------------|-------------|---------------------|----------------------------|------------|-----------------------------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | |
| Passenger | | 31,124 | | 232 $\frac{3}{4}$ | 31,263 | 1,061,338 | 66 |
| Freight | | 212,137 | | 1,687 $\frac{7}{8}$ | 213,142 | 3,548,032 | 134 |
| Switching..... | | 15,018 | | 141 $\frac{1}{8}$ | 15,102 | 608,322 | 56 |
| Construction..... | | 4,942 | | 83 $\frac{3}{8}$ | 4,991 | 110,701 | 83 |
| Total..... | | 263,221 | | 2,145 $\frac{1}{8}$ | 264,498 | 5,328,393 | 111 |
| Average cost at distributing point..... | | 89c. | | \$2 00 | | | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------------|------------|----------|--|----------|-----------------------|----------|---------|----------|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EM- PLOYEES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | 2 | 115 | 1 | 4 | 1 | 12 | 4 | 131 |
| Falling from trains and engines .. | 5 | 41 | | | 2 | 17 | 7 | 58 |
| Overhead obstructions..... | | 4 | | | | | | 4 |
| Collisions..... | 2 | 18 | | | 2 | 3 | 4 | 21 |
| Derailments..... | 2 | 10 | | | 1 | 2 | 3 | 12 |
| Other train accidents..... | 1 | 7 | | | 1 | 2 | 2 | 9 |
| At stations..... | | | | | | 2 | | 2 |
| Other causes..... | 5 | 20 | 3 | 7 | 8 | 66 | 16 | 93 |
| Running into washouts..... | | 2 | | | 7 | 13 | 7 | 15 |
| Total..... | 17 | 217 | 4 | 11 | 22 | 117 | 43 | 345 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|----------------------------|-------------|----------|--------------|----------|-----------------------|----------|---------|----------|
| | PASSENGERS. | | TRESPASSERS. | | NOT TRESPASS- ING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions..... | | | 1 | | | | 1 | |
| Derailments..... | | 18 | | 1 | 1 | | 1 | 18 |
| Other train accidents..... | | 2 | | | | | | 3 |
| At highway crossings..... | | | | 2 | 1 | 4 | | 6 |
| At stations..... | | 4 | | 1 | | | 2 | 5 |
| Other causes..... | | 6 | 31 | 33 | 5 | | 36 | 39 |
| Running into washouts..... | 10 | 18 | | | | | 10 | 18 |
| Total..... | 10 | 48 | 34 | 37 | 7 | 4 | 51 | 89 |

EXPLANATORY REMARKS.

Two employees killed and one injured by bank caving in on them while loading sand.

A great many injuries charged to "other causes," were sustained while loading or unloading freight, at stations, (by employees), and unloading or loading the company's material. These injuries consisted principally of slight cuts or bruises, in many instances not interfering with the continuation of his work, by the party so injured.

Attached here is a full explanation of the causes, &c., leading to the deaths of the thirty-one trespassers mentioned under "other causes."

*List of Names, &c. of Trespassers killed on Norfolk and Western railroad, year ending
June 30th, 1890.*

Kate Graybill, trespasser. Walking on track; struck by train.
Thos. Smith, tramp. Fell from train while stealing ride.
Pleasant Harris, tramp. Fell from train while stealing ride.
Jas. Irwin, trespasser. Walking on track; struck by train.
Clara Hearn, trespasser. Walking on track; struck by train.
Samuel A. Farrar, trespasser. Walking on track; struck by train.
Paul Wright, tramp. Walking on track; struck by train.
Dodge Bryant, trespasser. Walking on track; struck by train.
Unknown colored tramp. Struck by train in tunnel.
Wm. Taylor, tramp. Falling from moving train.
"Wild Bill," tramp. Falling from train while stealing a ride.
Wilbert Norman, trespasser. Stealing ride on train; fell off.
Isaac Moore, trespasser. Asleep on track; run over.
— Coleman, tramp. Falling from train while stealing a ride.
L. A. Connor, trespasser. Walking on track; run over.
Samuel Saunders, trespasser. Jumping on train attempting to steal a ride.
James Farley, trespasser. Attempting to run across track in front of engine.
Jesse Small, trespasser. Walking on track; run over.
R. D. Little, trespasser. Walking on track; run over.
Phillipie DeBlasie, trespasser. Attempting to cross bridge in front of train.
Mrs. Malissa Low, trespasser. Attempting to cross bridge in front of train.
Minnie Low, trespasser. Attempting to cross bridge in front of train.
Joseph Kelly, trespasser. Seized with fit and fell on track in front of moving train.
Unknown tramp. Walking on track; struck by train.
W. F. Collins, trespasser. Walking on track; run over.
Edmund Eldridge, trespasser. Walking on track; run over.
Dock Smith, trespasser. Attempting to get on train to steal a ride.
Samuel Young, trespasser. Drunk and asleep on track; run over.
Norvell Adams, tramp. Walking on track; run over and killed.
Chas. Devine, trespasser. Drunk and killed by engine while on track.
J. M. Johnson, tramp. Either jumping on or off train while stealing a ride.

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|--|---------------|--------|-------------------|---|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|-------|
| FROM— | To— | MILES. | Number of curves. | Aggregate length of curved line. Miles. | Length of straight line. Miles. | Length of level line. Miles. | ASCENDING GRADER. | | | DESCENDING GRADER. | | | |
| | | | | | | | Number. | Sum of ascents. Feet. | Aggregate length of ascending grades. Miles. | Number. | Sum of descents. Feet. | Aggregate length of descending grades. Miles. | |
| Norfolk | Bristol | 408.20 | ..... | ..... | ..... | ..... | ..... | 7,097.7 | ..... | ..... | ..... | 5,251.4 | ..... |
| Branches..... | ..... | 262.61 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | ..... | 670.81 | ..... | ..... | ..... | ..... | ..... | 7,097.7 | ..... | ..... | ..... | 5,251.4 | ..... |
| Branches—64.15 miles in West Virginia; 196.46 miles in Virginia. | | | | | | | | | | | | | |

Branches—64.15 miles in West Virginia; 198.46 miles in Virginia.

EXPLANATORY REMARKS.

The details of gradients given above do not apply to branches.
 The questions in regard to alignment cannot be answered at present as records have been destroyed by fire.

BRIDGES, TRESTLES, TUNNELS, ETC.

| ITEMS. | NUMBER. | MINIMUM LENGTH. | | MAXIMUM LENGTH. | | AGGREGATE LENGTH. | | Height of lowest above surface of rail. | |
|-------------------|---------|-----------------|-----|-----------------|-----|-------------------|-----|---|-----|
| | | Feet. | In. | Feet. | In. | Feet. | In. | Feet. | In. |
| Bridges: | | | | | | | | | |
| Stone | 5 | | | | | | | | |
| Iron | 141 | | | | | | | | |
| Wooden | 272 | | | | | | | | |
| Combination | 42 | | | | | | | | |
| Total | 460 | | | | | | | | |
| Trestles | | | | | | 36,655 | | | |
| Tunnels | 15 | | | 2,904 | | 8,685 | | | |

Gauge of track—4 feet, 9 inches.

TELEGRAPH.

Owned and operated by the Western Union Telegraph Co.

OATH.

STATE OF PENNSYLVANIA, }
COUNTY OF PHILADELPHIA, } ss.:

We, the undersigned, M. C. Jameson, comptroller, and Wm. G. Macdowell, treasurer of the Norfolk and Western railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

M. C. JAMESON,

Comptroller.

WM. G. MACDOWELL,

Treasurer.

Subscribed and sworn to before me this 4th day of February, 1891.

JOHN J. GREEN,

Notary Public.

WINCHESTER AND POTOMAC RAILROAD COMPANY.

HISTORY.

Name of common carrier making this report—Winchester and Potomac railroad company.

Date of organization—1832.

Organized under the laws of the State of Virginia.

Name of common carrier operating this road—Baltimore and Ohio railroad company.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|------------------------------|---------------------------|---------------------|
| President..... | William H. Baker..... | Winchester, Va. |
| Secretary and Treasurer..... | William A. McCormick..... | Winchester, Va. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|------------------------|--------------|------------------|---------------------------|--|----------------|
| | From— | To— | | | |
| Winchester & Potomac.. | Winchester.. | Harpers Ferry... | Baltimore & Ohio.. | Ordinary contract, renewable forever.. | 32 |

INCOME ACCOUNT.

| | |
|---|-------------|
| Income from lease of road..... | \$27,000 00 |
| Deductions from income: | |
| Salaries and maintenance of organization..... | 561 00 |
| Net income..... | 26,439 00 |
| Dividends six per cent. common stock on \$180,000 00..... | 10,800 00 |
| Other payments from net income on bonded debt six per cent. \$147,250 00 bonds..... | 8,835 00 |
| Five per cent. \$85,000 bonds..... | 4,250 00 |
| Surplus from operations of year ending June 30, 1890..... | 2,554 00 |
| Deficit from operations of year ending June 30, 1890..... | \$27,000 00 |

OATH.

STATE OF VIRGINIA,
COUNTY OF FREDERICK, } ss.

We, the undersigned, Wm. H. Baker, president, and Wm. A. McCormick, treasurer of the Winchester and Potomac railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business affairs of said company, in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WM. H. BAKER,
President.

WM. A. MCCORMICK,
Treasurer.

Subscribed and sworn to before me this 13th day of March, 1891.

JOHN W. RICE,
Notary Public.

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REPORTS OF RAILROADS.

| | |
|---|---------|
| Alexandria and Fredericksburg..... | 550-560 |
| Alexandria and Washington..... | 474 |
| Chesapeake and Ohio..... | 435 |
| Cumberland Valley and Martinsville..... | 131 |
| Danville and New River..... | 73 |
| Farmville and Powhatan..... | 397 |
| Franklin and Pittsylvania..... | 282 |
| Holyneck Lumber and Transportation Company..... | 338 |
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